A5/S5

2010 Media Information

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Audi of America Communications

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Audi releases model year 2010 changes and pricing

- **Audi is the first car manufacturer in the U.S. to offer FSI direct injection technology in all of its gasoline cars.**
- **Innovative 3D navigation with SIRIUS traffic in all models (except A8)**
- **Two TDI clean diesel models launched in the U.S. during 2009**
- **All Audi models with available or standard LED daytime running lights**

HERNDON, Va. – Audi today announced pricing and equipment changes for its model year 2010 vehicles. As the first car company in the U.S. to equip 100 percent of its gasoline engines with FSI direct injection technology beginning with model year 2010, it continues its progress in gaining market share in the Import High Group of luxury manufacturers. Audi began racing with FSI direct injection technology in the R8 FSI prototype racing sports car in 2000 at the 24 Hours of Le Mans and American Le Mans Series. Since this technology became available for U.S. Audi customers in late 2004 with the introduction of the 2005 A6 3.2 FSI quattro, the list of Audi vehicles sold in the U.S. with FSI direct injection technology has continued to grow.

The following information lists changes, highlights, and pricing by model for the 2010 model year. All information is subject to change.

2010 Audi A3

The Audi A3 has both pioneered and led a new premium compact car segment since its U.S. introduction in 2005. In 2009, worldwide sales of the successful A3 had exceeded 1.9 million, and that number continues to swell today.

To ensure that the 2010 A3 stays ahead of the ever-growing pack, Audi has made available a number of upscale features, including upgraded wheels and standard Xenon headlights with LED daytime running lights on Premium Plus models. Every 2010 A3 showcases the sporty Audi DNA with S line exterior upgrades now standard on all models and quattro® all-wheel drive available with the award-winning 2.0 TFSI® engine.

The pulling power of torque is the signature performance feature in all diesel models, and the A3 TDI clean diesel is no different. Offering 140 hp and 236 lb-ft of torque, this model performs briskly and efficiently with unmatched performance with its EPA-estimated 30/42 city/highway fuel efficiency. With a U.S. dealer market introduction set for early December 2009, this new clean diesel engine variant is expected to become more than 40 percent of A3 sales volumes in the U.S.

In 2010, Audi remains the standard by which luxury interiors are judged, and the 2010 A3 is no exception. Buyers can choose wood-accented interior details for the first time in 2010, and leather/alcantara seats are available on Titanium Sport models as well. The A3 now is available in either Premium or Premium Plus trim, allowing the buyer to add popular luxury features with one convenient click.

A3 2.0 TDI clean diesel model year 2010 Pricing

A3 TDI clean diesel with S tronic front wheel drive	$29,950 (Dec. 2009 U.S. introduction)

A3 2.0 TFSI model year 2010 Pricing and Model Changes

(excluding $825 destination charge, taxes, title, options and dealer charges)

A3 2.0T FWD (Manual)	$27,270
A3 2.0T FWD (S tronic®)	$28,750
A3 2.0T quattro (S tronic®)	$30,850

- 3.2 FSI engine option discontinued
- S line exterior equipment now standard on every A3
- Titanium package now is Titanium Sport Package (which includes sport suspension and seats)
- Leather/alcantara seat now available as part of Titanium Sport packages
- Wood interior trim now available
- Xenon headlights with LED DRL standard on Premium Plus model
- Wheels upgraded in appearance
- TDI clean diesel introduced in late November / early December 2009 with S tronic front wheel drive.

2010 Audi A4 sedan/Avant and S4 sedan

More than a midsize luxury sedan, the Audi A4 has been vital to Audi's growth as a brand in the U.S. Currently, the A4 sedan alone sells more than 40,000 units annually in the U.S., while competing with the BMW 3 Series and Mercedes-Benz C-Class. Competition in the segment is fiercer than ever, with new Japanese rivals joining each year. Despite this, the A4 2.0T manages best-in-class fuel economy, while also posting better 0-60 mph times and torque statistics than its six-cylinder, all-wheel drive competition (BMW 328xi, Mercedes-Benz C300 4Matic, and Lexus IS250 AWD). It also is listed as a "Top Safety Pick" from the Insurance Institute for Highway Safety (iihs.org).

In 2010, the bar is raised even higher, with features like third-generation MMI featuring SIRIUS® traffic, and LED taillights on Premium Plus and Prestige models. Prestige models now will include navigation and voice control, while Premium models will see Bluetooth® and Homelink® packaged together as an option.

The new S4 features more performance and technology than ever and now enters a hotly contested competitive set, which includes the BMW 335i and Mercedes-Benz C350, at a very attainable price. Now equipped with a 3.0T V6 FSI direct injection supercharged engine with 333 hp and 325 lb-ft of torque, the 2010 S4 with a manual transmission offers a 0-60 time of 4.9 seconds, compared to a 0-60 time of 5.3 seconds for the previous generation S4 V8 manual. The 2010 S4 also provides greater fuel efficiency (2010 S4 manual achieves 18 mpg city/27 highway, compared to the previous-generation 2008 S4 V8 manual ratings of 13 mpg city/20 mpg highway).

The S4 sedan also will provide more performance and standard features over its German luxury competitors. Using a continuous focus on attention to detail, S4-specific features include distinctive standard S4-embossed heated front sport seats, front/rear bumpers, front grille, wheels, LED taillights and front xenon headlamps with LED daytime running lights. Other unique standard features include rear-biased 40/60 quattro® all-wheel drive, 18" wheels, heated front sport seats with S4 logo embossing, stainless steel and carbon fiber interior trim, contrast stitching on steering wheel / shifter / seats, Bluetooth®, SIRIUS satellite radio, Homelink®, and iPod® Interface.

A4 sedan model year 2010 Pricing and Model Changes

(excluding $825 destination charge, taxes, title, options and dealer charges)

A4 2.0T FWD Sedan (Multitronic)	$31,450
A4 2.0T quattro Sedan (Manual)	$32,350
A4 2.0T quattro Sedan (Tiptronic®)	$33,550
A4 2.0T quattro Avant (Tiptronic®)	$35,350

- Navigation models now equipped with third-generation MMI and SIRIUS traffic
- LED taillights on Premium Plus and Prestige models
- Bluetooth and Homelink now packaged together as option on Premium model
- Bang & Olufsen® premium audio system now available as option on Premium Plus
- Prestige now includes Navigation (3G MMI) and Voice Control
- Audi Side Assist now an optional package with Audi parking system advanced
- S line wheel changes to 7 double spoke (formerly 5 tri-spoke).

2010 S4 sedan (excluding $825 destination charge, taxes, title, options and dealer charges):

S4 sedan (manual)	$45,900
S4 sedan (S tronic)	$47,300

2010 Audi A5

Acclaimed by the media for its beautifully innovative styling and superb driving dynamics, the A5 becomes even more attainable in 2010, thanks to the introduction of a 2.0 TFSI® variant, which delivers 211 horsepower and an astounding 258 lb-ft of torque through quattro all-wheel drive. A 2010 Audi A5 quattro with manual transmission now can be had for a full $4,700 less than its predecessor, a manual transmission-equipped 2009 A5 3.2 quattro.

The progressive design of the A5 continues to give the swooping coupe an appearance that is both elegant and dynamic, with the only change in appearance being a new wheel design for the A5 2.0 T Premium, and LED taillights on Premium Plus and Prestige models.

“The Audi A5 is the most beautiful car I have ever designed,” says Walter de’Silva, head of Volkswagen Group Design, with absolute conviction. The precisely drawn lines that gracefully interplay with powerful surfaces, the expressive front face, and the equally distinctive tail end yield a wholly desirable coupe. The daytime running lights, comprising a strip of eight LEDs on each side, make the A5’s optional Xenon headlights absolutely unmistakable.

Inside, the driver is surrounded with the upscale features expected of Audi vehicles, including three-zone automatic climate control and an extra-large panoramic tilting roof, which lends the A5 an especially open and airy interior. Audi third-generation MMI is new for 2010, with lightning fast navigation, 3D map topography and SIRIUS® traffic.

A5 coupe model year 2010 Pricing and Model Changes

(excluding $825 destination charge, taxes, title, options and dealer charges)

A5 2.0T quattro Coupe (Manual)	$36,000
A5 2.0T quattro Coupe (Tiptronic)	$37,200
A5 3.2 quattro Coupe (Tiptronic)	$44,000
S5 4.2 V8 FSI Coupe (Manual)	$52,400
S5 4.2 FSI (V8) Coupe (Tiptronic)	$53,600

- 2.0 TFSI engine introduced with quattro AWD in manual and Tiptronic transmissions
- 3.2 FSI with manual transmission discontinued
- A5 coupe moves to Premium-Premium Plus-Prestige line structure
- 2.0T Premium now offers A5 at a $4,700 lower price point in the market
- Navigation models now equipped with third-generation MMI and SIRIUS traffic
- LED taillights on Premium Plus and Prestige models
- New wheel design for A5 2.0T Premium

2010 A5 and S5 Cabriolet (excluding $825 destination charge, taxes, title, options and dealer charges):

A5 Cabriolet 2.0T multitronic front-wheel drive	$42,000
A5 Cabriolet 2.0T Tiptronic quattro `	$44,100
S5 Cabriolet (S tronic)	$58,250

The introduction of A5 and S5 Cabriolet marks the expansion of the A5 model line and the replacement for the 2009 A4 and S4 Cabriolet nameplates. Featuring an innovative cloth acoustic roof that folds in a class-leading 15 seconds at speeds of up to 30 miles per hour, it is lighter than a retractable hard top and improves driving dynamics, center of gravity, and fuel efficiency as a result. Safety continues to be a top priority for Audi, which offers more models earning “Top Safety Pick” recognition from the Insurance Institute for Highway Safety than any other German luxury car brand.

The A5 and S5 Cabriolet feature the latest safety features expected from a modern German luxury 4-seater convertible, including active roll bars behind the seats, front airbags, knee airbags, seat-mounted side head/chest airbags, and ESP stability control. Several packaging innovations come from the cloth acoustic roof, including rear passenger reading lights and class-leading 50/50 flat-folding rear seats. The A5 and S5 Cabriolet also come with available head-level heating built into the seats, enabling passengers to enjoy a longer top-down motoring season. The front seatbelt presenter puts the belt well within reach of front drivers and passengers as a convenience and safety feature, while ensuring effortless entry or exit.

2010 Audi Q5

The Audi Q5 has established a firm foothold quickly in a segment growing in both competition and overall market share, thanks to a sporting demeanor and rugged usability. In fact, the Q5 is the very definition of versatility, with a 0-60 time of 6.7 seconds and a best-in-class tow capacity of 4,400 pounds. The availability of Audi drive select further solidifies the dynamic personality, allowing the driver to fine tune steering, engine, and damper characteristics at the push of a button.

Inside, three-zone climate control pairs with third-generation navigation to keep the Q5 on the cutting edge. In 2010, a new 20-inch, five-segment spoke wheel finds its way aboard S line variants, while a new Fine Grain Ash wood finish and ventilated front seats can be selected inside. It also is listed as a "Top Safety Pick" from the Insurance Institute for Highway Safety (iihs.org).

Q5 3.2 FSI model year 2010 Pricing and Model Changes
(excluding $825 destination charge, taxes, title, options and dealer charges)

Q5 quattro (Tiptronic)	$37,350

- New Fine Grain Ash, Natural Brown decorative inlays (exposed grain, matte finish)
- New 20-inch five-segment spoke S line wheel (replaces five-double spoke wheel)
- Audi side assist now standard on Prestige model
- New Luxury Package for Prestige model includes leather door armrests and instrument panel top and ventilated front seats in Milano leather
- Bang & Olufsen Sound System now available as a standalone option on Premium Plus model
- Dakar Beige removed from exterior color program (still available via Audi exclusive)
- Indirect tire pressure monitoring system (uses ABS wheel speed sensors instead of wheel-mounted units to detect air loss).

2010 Audi A6

Audi continues to improve its class-leading A6 sedan with the addition of a new, more powerful 3.2 FSI V6 engine upgraded with the Audi Valvelift System (AVS). The 265 horsepower engine complements the level of functional luxury present throughout the A6 and takes its place alongside the supercharged 3.0 TFSI and 4.2 FSI V8 engines to offer buyers a versatile array of powertrain choices.

Also for 2010, new Sport Packages sharpen the performance character of the A6 with lowered sport suspension, sport steering wheel and either all-season 18" or performance 19" tires. The 2010 Audi A6 capitalizes on the most successful of attributes of Audi design. For the first time, daytime running lights are standard on halogen-equipped cars.

Inside, buyers are treated to a new level of functionality and comfort. When equipped with an optional cold weather package, the A6 now comes with a heated steering wheel with shift paddles. Premium Plus models enjoy the luxury of standard cutting-edge third-generation navigation system that includes SIRIUS traffic logic. It also is listed as a "Top Safety Pick" from the Insurance Institute for Highway Safety (iihs.org).

A6 3.0T, 3.2 and 4.2 model year 2010 Pricing and Model Changes
(excluding $825 destination charge, taxes, title, options and dealer charges)

A6 3.2 FSI Sedan FWD (Multitronic®)	$45,200
A6 3.0 TFSI Sedan quattro (Tiptronic®)	$50,200
A6 3.0 TFSI Avant quattro (Tiptronic®)	$53,310
A6 4.2 FSI Sedan quattro (Tiptronic®)	$60,950
S6 5.2 FSI (V10) Sedan quattro (Tiptronic®)	$76,100

- Daytime running lights standard on halogen-equipped vehicles
- Navigation upgraded to 3G MMI and navigation and SIRIUS traffic logic
- Reduced brake dust pads
- New 3.2 FSI V6 engine with 265 horsepower (previously 255 hp)
- New 19” Sport Package with performance tires
- New 18” Sport Package with all-season tires
- Heated steering wheel with Cold Weather package

2010 Audi Q7 Product Improvement

The modern philosophy of the new Audi Q7 reflects the attention to detail requested by customers, especially with markedly updated exterior and interior features. The 2010 Q7 lineup presents the most innovative execution to date of the Audi signature LED lighting. The redesigned Q7 SUVs offer standard LED taillights with available LED turn signals and daytime running lights.

Exterior enhancements include a new wheel program, updated front and rear bumpers, distinctive new front headlamps and taillights, single frame grille in gloss black with vertical chrome strips, exterior mirror housings, and a new lower body panel strategy featuring contrast paint for the Q7 3.6 quattro, full body paint with Chrome package on the Q7 TDI quattro clean diesel, and S line treatment on the Q7 4.2 quattro. The equipment packages for the 2010 Q7 3.6 quattro and the 2010 Q7 TDI begin at the Premium level, while the 2010 Q7 4.2 quattro starts with Prestige level packaging.

The Q7 3.6 quattro comes equipped with the V6 3.6 FSI engine, the Q7 TDI quattro comes with the 3.0 TDI clean diesel engine, while the Q7 4.2 employs the V8 4.2 FSI engine. Now all of the Q7 engine offerings meet stringent California ULEV emissions regulations.

Interior upgrades include optional ventilated front seats, a new decorative inlay on the passenger side of the dashboard, additional ambient lighting on all four doors, an upgraded MMI system, additional interior chrome accents, and a new instrumentation font.

The redesigned 2010 Audi Q7 features technological advancements as available features that enhance both interior and performance luxury. The 3G MMI (Multi Media Interface) provides richly detailed 3D maps courtesy of an automotive grade NVIDIA™ chip for graphics processing, along with SIRIUS® traffic and joystick control. The system also features voice-based destination input control and voice inputs, such as “I’m hungry,” “I need gas” and “I need coffee” that will point to the closest options.

Audi Q7 also is one of the safest SUVs on the road, with a NHTSA 5-star crash safety rating and IIHS “Top Safety Pick” designation. Safety continues to be a top priority for Audi, which offers more models earning “Top Safety Pick” recognition from the Insurance Institute for Highway Safety than any other German luxury car brand.

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In Spring 2009, Audi launched its first-ever TDI clean diesel model in the U.S. in the form of an Audi Q7 TDI. Using the long-standing 20-year expertise of the Audi brand with TDI Power, this vehicle uses an innovative system that provides ULEV (Ultra Low Emissions Vehicle) clean emissions available in all 50 U.S. states. In addition, this vehicle provides more than 600 miles per tank full in highway driving and has an EPA fuel economy estimate of 17 mpg for city driving and 25 mpg for highway driving, which equates to 30 percent better fuel economy than a comparable V6 gasoline engine. Audi has a history of refined TDI clean diesel performance engines with the Le Mans-winning R10 TDI race car that won all three races it competed in at 24 Hours of Le Mans from 2006 to 2008. The Audi Q7 TDI qualifies for a $1,150 Alternative Motor Vehicle Credit from the Internal Revenue Service for a limited time due to the fuel efficiency and reduced greenhouse gas emissions of its clean diesel technology.

2010 Audi Q7 (excluding $825 destination charge, taxes, title, options and dealer charges):

Q7 3.6 quattro® (Tiptronic®)	$46,900
Q7 TDI® quattro (Tiptronic)	$50,900
Q7 4.2 quattro (Tiptronic)	$61,000

- Product update exterior: mirrors, grille, lights, tailgate, lower panels
- Product update interior: 3G MMI, additional wood & chrome, interior lighting, optimized second row / third row access
- New Audi xenon plus head lights with LED daytime running lights and turn signals (optional on 3.6 / TDI)
- New LED taillights (includes turn signals, running lights, and brake lights) – standard
- Singleframe grille now in gloss black with vertical chrome strips
- New ambient lighting in all doors, similar to A6 and A8
- New additional wood trim inlay on passenger side dashboard
- Luxury package on TDI Prestige / 4.2 FSI V8 now adds ventilated front seats

2010 Audi A8

The Audi A8 flagship sedan continues to be the embodiment of all things Audi. In both normal and long wheelbase, the car delivers buyers a level of luxury and performance unmatched elsewhere else in the marketplace. For 2010, an efficient and powerful 4.2 FSI V8 engine – delivering 350 horsepower – powers the A8. The added stability and safety of quattro® is standard on all trim levels.

The A8 boasts an innovative, lightweight aluminum Audi Space Frame body construction that helps to increase fuel economy and driving pleasure. The stylish, easily identifiable profile is accentuated on 2010 models with the addition of LED daytime running lights on all models. Brilliant LED taillights both accent the vehicle's design and add extra visibility.

A8 4.2 FSI quattro and A8L 4.2 FSI quattro model year 2010 Pricing and Changes
(excluding $825 destination charge, taxes, title, options and dealer charges)

A8 4.2 FSI Sedan quattro (Tiptronic®)	$74,550
A8L 4.2 FSI Sedan quattro (Tiptronic®)	$78,400

- W12 engine not available in the 2010 model year
- S8 not available in the 2010 model year
- Espresso Brown, Linen Beige, Light Gray and Impala Beige interior colors discontinued
- LED daytime running lights on all trims
- 19-inch wheels standard on all normal wheelbase models
- Trunk lid with S8 spoiler standard on normal wheelbase models
- Optional carbon fiber interior inlays available on normal wheelbase models
- Ventilated massage front seats standard on long wheelbase models
- Contrasting stitching and piping on long wheelbase models

Audi TT and TTS Coupe and Roadster

The iconic TT coupe and Roadster are back for 2010 with a simplified model lineup. With its timeless shape and inarguable performance, the Audi TT fulfills the desires of buyers looking for equal parts style and driving prowess. The efficient yet potent 2.0T FSI engine delivers 200 horsepower and 207 lb-ft of torque on command while still offering superb fuel economy – a perfect balance. TTS has 265 hp and 258 lb-ft of torque.

With a body shape flush with design elements from the 1920s Bauhaus style, the TT strikes a pose unlike anything else on the road. The body employs cutting-edge space-frame technology designed to be both incredibly light and strong at the same time. The construction also affords occupants a safe and roomy cabin.

Available as either a 2+2 coupe or a two-seat roadster, the TT incorporates an uncluttered interior design that harkens back to pure roadsters of the ’50s. Fine materials and the utmost in craftsmanship are obvious on every surface.

TT and TTS Coupe and Roadster 2.0T FSI model year 2010 Pricing and Model Changes
(excluding $825 destination charge, taxes, title, options and dealer charges)

TT Coupe 2.0 TFSI quattro (S Tronic ®)	Premium	$37,800
TT Coupe 2.0 TFSI quattro (S Tronic ®)	Premium Plus	$39,800
TT Coupe 2.0 TFSI quattro (S Tronic ®)	Prestige	$42,580
TTS Coupe 2.0 TFSI quattro (S Tronic®)	Premium	$45,900
TTS Coupe 2.0 TFSI quattro (S Tronic®)	Prestige	$51,950
TT Roadster 2.0 TFSI quattro (S Tronic ®)	Premium	$40,800
TT Roadster 2.0 TFSI quattro (S Tronic ®)	Premium Plus	$42,800
TT Roadster 2.0 TFSI quattro (S Tronic ®)	Prestige	$45,580
TTS Roadster 2.0 TFSI quattro (S Tronic®)	Premium	$48.900
TTS Roadster 2.0 TFSI quattro (S Tronic®)	Prestige	$54,950

2010 Audi R8 coupe

The supercar from Audi receives an all-new powerplant for 2010. The R8 5.2 FSI delivers breathtaking performance courtesy of 525 horsepower and when equipped with a manual transmission weighs just 3,571 lbs. The R8 is the culmination of knowledge gleaned from repeated Audi victories at Le Mans – the world's most trying motorsport arena.

With quattro on board, the Audi R8 takes advantage of every ounce of power, managing 0-60 mph in less than 3.9 seconds when equipped with the 5.2 FSI V10. Despite the larger displacement, the 5.2 FSI still maintains beautiful poise on the track or the street, thanks to a low center of gravity and refined suspension.

Despite its light weight, the Audi R8 treats occupants to the highest material quality and comfort. A new iPod® interface is standard for 2010, as is carbon fiber on the doorsills, exterior mirrors and body kit. Comfortable, yet supportive bucket seats cradle both driver and passenger in luxurious Napa leather, and an available parking assist system means the R8 is as easy to drive as it is powerful. The V8 version features 420 hp and 317 lb-ft of torque, with a 0-60 mph time of 4.4 seconds for both the manual and R tronic versions.

R8 4.2 FSI quattro and 5.2 FSI quattro model year 2010 Pricing and Model Changes
(excluding $1,200 destination charge, taxes, title, options and dealer charges)

R8 4.2 FSI (V8) quattro (6-Speed Manual)	$114,200
R8 4.2 FSI (V8) quattro (R tronic)	$123,300
R8 5.2 FSI (V10) quattro (6-Speed Manual)	$146,000
R8 5.2 FSI (V10) quattro (R tronic)	$155,100

- R8 V10 5.2 FSI quattro coupe added to R8 line
- Full LED lights optional on V8 and standard on V10
- Carbon fiber doorsills, external mirrors and body kit available
- Illuminated doorsills available
- New titanium finish wheels
- New Lava Gray exterior color
- New Sepang Blue exterior color (V10 only)
- New Amulet Red Fine Napa interior color

ABOUT AUDI

Audi of America Inc. and its 270 dealers offer a full line of German-engineered luxury vehicles. The Audi lineup is one of the freshest in the industry with 23 models, including 12 models launched during model years 2008 and 2009. Audi is among the most successful luxury automotive brands globally. In selling one million vehicles worldwide in 2008, AUDI AG recorded its 13th consecutive record year for sales growth. Visit **www.audiusa.com** or **www.audiusanews.com** for more information regarding Audi vehicle and business issues.

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October 5, 2009

2010 Audi Overview

We're pleased that you are interested in learning more about Audi's lineup for model year 2010. Please note the following information about 2009 vs. 2010 model years:

DELETIONS after MY 2009:

A3 3.2 S tronic quattro
TT 2.0T front S tronic – Coupe and Roadster
TT 3.2 S tronic and manual quattro - Coupe and Roadster
A4 3.2 FSI quattro Tiptronic sedan
A5 Coupe 3.2 FSI quattro manual
S8 5.2 FSI quattro Tiptronic
A8L W12 quattro Tiptronic

NEW ADDITIONS for MY 2010 (with U.S. dealer market introduction timing)

A3 TDI (late November 2009)
S4 sedan (late August 2009)
A5 Coupe 2.0T quattro (late August 2009)
A5 Cabriolet 2.0T FrontTrak and quattro (October 2009)
S5 Cabriolet 3.0T (late August 2009)
Q7 facelift (October 2009)
R8 5.2 FSI quattro (late August 2009)

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2010 Audi A5/S5

Quick Reference: USA Data

VERSION DATE: September 10, 2009

INFO IS SUBJECT TO CHANGE

Key Summary Points

- The A5 product line quickly has become an icon for Audi customers because of its striking exterior design and overall performance. 2010 marks the addition of the efficient 2.0 TFSI engine for both manual and Tiptronic transmissions.
- Audi Drive Select (adjustable engine/throttle mapping, suspension damping, and dynamic steering) is a benchmark in the segment and industry.
- quattro with new Sports Rear Differential enhances cornering agility (S5 only).
- Audi is the first car company in the U.S. to sell 100 percent of its gasoline engines with FSI direct injection technology beginning with model year 2010. Audi began racing with FSI direct injection technology in 2000 at Le Mans and the American Le Mans Series with the R8 FSI prototype race car. Once this technology became available for U.S. consumers in late 2004 with the introduction of the 2005 A6 3.2 FSI, the list of Audi vehicles with FSI direct injection technology has continued to grow.

Market

- Key competitors are BMW 3 and 6 series coupe, Mercedes E class coupe

Design

- A5's styling features classic coupe proportions, including a long hood, short rear deck lid, and low sweeping roofline.
- Interior design includes three-dimensional driver-oriented cockpit in progressive form and function, with plentiful cupholders in the center console and interior door trim.

Dynamics

- Optional Audi Drive Select – varies the engine, transmission, steering, and suspension damping characteristics to suit driver preferences.
- New modular chassis architecture with longer wheelbase and wider track.

- Extensive use of new ultra-high-strength steels increases rigidity of the body while also reducing weight.
- Repositioned clutch / torque-converter for more forward position of front axle:
    - Better agility and turn in
    - Better axle load distribution
    - Shorter front overhang
    - Longer wheelbase = more comfortable ride
- New front and rear suspension designs are mostly aluminum to reduce unsprung weight.
- Repositioned steering rack, lower and closer to the wheel carriers for lower center of gravity and more direct steering control/feedback.

Powertrain

- 2.0 TFSI turbocharged 4-cyl specifications:
    - FSI direct injection
    - Audi Valvelift System (AVS) variable exhaust valve lift
    - 211 hp – 258 lb-ft (1,500-4,200 rpm)
    - 0-60 mph: 6.4 quattro manual; 6.6 quattro Tiptronic automatic
    - Class-leading fuel economy, torque, and performance versus competing models from BMW, Mercedes-Benz, and Lexus; manual – 22/30 city/highway, 25 combined; Tiptronic – 21/27 city/highway, 23 combined.
- 3.2L V6 specifications:
    - FSI direct injection
    - Audi Valvelift System (AVS) variable intake valve lift
    - 265 hp – 243 lb-ft (3,000-5,000 rpm)
    - 0-60 mph in 6.4 seconds Tiptronic (manual not available in 2010)
    - AVS uses lower cam for efficiency, higher cam for power; increases fuel economy by 5 percent
    - Reduced frictional losses compared to previous 3.2, which increases fuel economy by 5 pertcent; Tiptronic – 18/27, 21 combined
- 4.2 V8 specifications (S5):
    - FSI direct injection
    - 354 hp / 325 lb-ft torque (3,500 rpm)
    - 0-60 mph in 4.9 seconds manual / 5.1 seconds Tiptronic
    - New available quattro with sports rear differential dynamically varies torque between the rear wheels
    - Fuel economy: manual – 14/22 city/highway, 17 combined; Tiptronic – 16/24 city/highway, 19 combined
- Standard quattro® AWD – with asymmetric rear-biased torque split (40% front / 60% rear under nominal conditions)

Innovations and available features

- MMI operating logic standard (with central display screen)
- Audi Drive Select – varies the engine, transmission, steering, and suspension damping characteristics to suit the driver's preferences
- Self-opening trunk lid
- Audi Intelligent Key – stores service information in the key
- Advanced Key keyless entry and starting

- Bluetooth hands-free telephone interface
- Bi-xenon headlamps with LED daytime running lights
- Audi Parking System rear with rearview camera
- Electromechanical parking brake
- DVD-based Navigation system with voice control
- Audi Side Assist lane change assistant
- Bang & Olufsen 505W 14-speaker sound system
- 6-speed Manual transmission or Tiptronic 6-speed automatic transmission with steering wheel shift paddles
- Large panorama glass tilting roof
- Adaptive cruise control

Equipment Changes for 2010 A5/S5

- 2.0 TFSI engine introduced with quattro AWD in manual and Tiptronic transmissions
- 3.2 FSI manual transmission discontinued
- A5 coupe moves to Premium – Premium Plus – Prestige line structure
- 2.0 TFSI Premium now offers a lower A5 price point in the market
- Navigation models now get 3rd Generation MMI with SIRIUS traffic
- LED tail lights on Premium Plus and Prestige models
- Adaptive headlights no longer offered
- New wheel design for A5 Premium
- New optional wheel available for S5: 5 tri-spoke design

Launch Timing and Pricing

- A5 and S5 are built in Ingolstadt, Bavaria, Germany (A3, A4, and Audi Q5 also are produced there). S5 launched in the USA in November 2007, and A5 launched in March 2008.

New 2010 Audi A5 and S5 Cabriolet - Quick Reference: USA Data

VERSION DATE: September 10, 2009

INFO IS SUBJECT TO CHANGE

Key Summary Points

- The A5 product line now is expanded to include Cabriolet models with two powerful and fuel-efficient powertrains (2.0 TFSI turbocharged four-cylinder and 3.0 TFSI supercharged V6).
- A5 Cabriolet features ground-breaking soft top technology for elegant styling, superior room and storage space, and superb driving dynamics. (Fastest folding in segment-15 sec-; also folds at up to 30 miles per hour.)
- Unique 50/50 split rear folding seats with full pass-through allows maximum storage flexibility (only vehicle in the segment with this feature).
- Audi Drive Select (adjustable engine/throttle mapping, suspension damping, and dynamic steering) is a benchmark in the segment and industry.
- New Sports Rear Differential enhances agility (S5 Cabriolet only).
- USA market launch for S5 Cabriolet is late summer 2009, and A5 Cabriolet is slated for late Fall 2009.
- 2010 A5/S5 Cabriolet replaces the 2009 A4/S4 Cabriolet.
- Audi is the first car company in the U.S. to sell 100 percent of its gasoline engines with FSI direct injection technology beginning with model year 2010. In 2000, Audi began racing with FSI direct injection technology in the R8 FSI prototype race car at Le Mans and the American Le Mans Series. Once this technology became available for U.S. consumers in late 2004 with the introduction of the 2005 A6 3.2 FSI, the list of Audi vehicles with FSI direct injection technology has continued to grow.

Design

- A5/S5 Cabriolet interior and exterior distinctive features include:
  - New rear LED map lights in the headliner
  - Sport seats with unique interior color offerings
  - Cloth convertible top features Audi Acoustic Roof technology for interior noise levels on par with a hard top.
- Typical Audi interior design is modern and sophisticated, with clear attention to detail, including 1 liter bottle holders in each door.
- S5 aluminum-optic exterior accents include front and rear diffuser blades, mirror housings, and quad exhaust pipes.

Dynamics

- Modular Longitudinal Chassis architecture is the foundation for a benchmark sport sedan.
  - Extensive use of new ultra-high-strength steels increases body rigidity while also reducing weight.
  - Repositioned clutch / torque-converter allows more forward position of front axle.
    - Better agility and turn in
    - Better axle load distribution
    - Shorter front overhang
    - Longer wheelbase = more comfortable ride

- Repositioned steering rack, lower and closer to the wheel carriers lowers center of gravity and provides more direct steering control/feedback.
- Sporty proportions and muscular stance enhanced due to longer, wider, and lower dimensions.
- Reduced front overhang adds to visual sportiness.

Powertrain and Performance

- The following power train configurations are offered in USA:
- A5 Cabriolet 2.0 TFSI specifications
  - FSI direct injection with turbocharging
  - Audi Valvelift System variable exhaust valve lift
  - 211 hp – 258 lb-ft torque (1,500 – 4,200 RPM)
  - Drivetrains:
    - FrontTrak front-wheel drive with multitronic CVT; fuel economy – 23/30 city/highway and 26 combined.
    - quattro® all-wheel drive (standard with 40/60 rear biased torque split) with Tiptronic 6 speed automatic transmission; fuel economy – 20/26 city/highway and 23 combined.
  - Top speed 130 mph

- S5 Cabriolet 3.0 TFSI (supercharged) V6 specifications:
  - FSI direct injection with intercooled supercharger
  - 333 hp – 325 lb-ft
  - quattro® all-wheel drive with 40/60 rear torque bias
  - New S tronic 7-speed dual-clutch automatic transmission; fuel economy – 17/26 city/highway, 20 combined
  - Top speed 155 mph
- Latest generation of quattro® all-wheel drive is employed, with asymmetric rear-biased torque split (40% front / 60% rear under nominal conditions).
- S5 Cabriolet only: New available quattro with Sports Rear Differential dynamically varies torque between the rear wheels.
- Fuel economy is improved significantly over A4 Cabriolet.

Innovations

- Rear 50/50 split folding rear seats with full trunk pass-through (not available with competitors)
- Cloth convertible top for elegant styling, superior interior and storage space, and low weight penalty (for better driving dynamics)
- Fastest roof folding time in segment (15 sec) and at speeds up to 30 mph.
- Room for 4 adults and their luggage, even with the roof folded
- New head-level heating system with heated/cooled front seats
- MMI operating logic standard with central display screen
- Audi Drive Select – varies the engine, transmission, steering, and suspension damping characteristics to suit the driver's preferences
- Audi Intelligent Key – stores service information in the key
- Advanced Key keyless entry and starting
- Bluetooth hands-free telephone interface
- Bi-xenon headlamps with LED daytime running lights
- Rear parking sensors with rearview camera
- Electromechanical parking brake
- Hard-drive-based Navigation system with Audi third-generation MMI
- Audi Side Assist lane change assistant
- Bang & Olufsen 505W sound system

Launch Timing and Pricing

- USA market launch for S5 Cabriolet is late summer 2009, and A5 Cabriolet launched in September 2009.
- U.S. pricing to be announced closer to launch date

# # #

Audi
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October 5, 2009

The 2010 Audi A5 and S5

United States Lineup:

Coupe:
A5 2.0 TFSI quattro manual or Tiptronic
A5 3.2 FSI (V6) quattro Tiptronic
S5 4.2 FSI (V8) manual or Tiptronic

Cabriolet:
A5 2.0 TFSI FrontTrak multitronic (CVT)
A5 2.0 TFSI quattro Tiptronic
S5 3.0 TFSI (supercharged V6) quattro S tronic with dual-clutch technology

Audi is the first car company in the U.S. to sell 100 percent of its gasoline engines with FSI direct injection technology beginning with model year 2010. In 2000, Audi began racing with FSI direct injection technology in the R8 FSI prototype race car at Le Mans and the American Le Mans Series. Since this technology became available for U.S. consumers in late 2004 with the introduction of the 2005 A6 3.2 FSI, the list of Audi vehicles with FSI direct injection technology has continued to grow.

After gaining immediate traction for its beautiful design, the Audi A5 went on to establish itself as a leader in the luxury performance coupe segment. With bold and easily identifiable design language, the A5 conveys a sense of power and finesse that has become synonymous with the Audi brand. New for 2010, the A5 Cabriolet and S5 Cabriolet continue that tradition, offering buyers a level of carefree driving with the joy of a soft top and the all-weather capability of quattro all-wheel drive. Featuring the auto industry's only four-seater convertible with 50/50 split folding rear seats, form and function come together in perfect harmony.

With an overall length of 182.1 inches, the 2010 A5 affords both driver and passengers unmatched interior space, even in the back seats. Extensive use of high-quality materials and a bevy of high-tech driving aids and convenience options continue to make the A5 a benchmark of the class. Both cabriolets enjoy the same level of sophistication as their hard top brethren but also incorporate a power folding soft top that is capable of retracting fully in as little as 15 seconds – and at speeds of up to 31 mph.

Countless hours of research and development as well as a firm commitment to innovative technologies enable the A5 to deliver an unparalleled driving experience. A refined suspension built on a lifetime of racing experience delivers a ride that manages to be both comfortable and capable, offering up the world class handling and razor-sharp response buyers have come to demand from their Audi cars.

The Design: Emotion in Metal

Arguably the definitive Audi design of recent years, the A5 presents a low and muscular physique, with an extended roofline and sharply carved contours guiding the eye along its sleek shape. Capitalizing on the styling elements that define a sports coupe, the A5 exudes performance and elegance with a tall shoulder line and steeply raked windshield. The instantly identifiable Audi single-frame grille dominates the front of the car, while purposeful LED taillights illuminate the rear.

Similarly, the A5 Cabriolet and S5 Cabriolet present a beautiful form with a long, lunging hood and effortlessly styled flanks. With the unobtrusive soft top raised, the A5 Cabriolet maintains its coupe roots, while lowering the roof immediately conveys a sense of speed and purpose. The A5 Cabriolet and its sportier sister, the S5 Cabriolet, give buyers driving elegance no matter the weather. On both models, bold and muscular fender lines define the profile. The look immediately hints to the performance potential of the chassis, as well as the surefootedness of quattro all-wheel drive.

The Interior: Specifically Tailored

The 2010 A5 boasts an ergonomic interior designed around driver and passenger comfort. Audi has taken an even greater focus on attractive shapes and precision workmanship to create a space as gorgeous as it is functional. With high-quality leather and rich materials assembled together to the strictest tolerance, it is immediately obvious that there has been no cost spared in interior luxury.

Comfortable sports seats provide ample support, and a driver-oriented center console serves host to an exquisitely designed interface, as well as Audi's industry benchmark third-generation Multimedia Interface (MMI®). The MMI screen is located high on the dashboard to facilitate reading and minimize the amount of time spent looking away from the road. The driver also is treated to a standard leather-wrapped steering wheel and brilliant, easy to read gauges.

The Engines: Powerful and Efficient

Engine options for the 2010 Audi A5 begin with a 2.0 TFSI turbocharged four-cylinder offering. With a sturdy cast-iron block and efficient aluminum cylinder head, the 2.0 TFSI delivers 211 horsepower and 258 lb-ft of torque. Audi uses direct-injection technology and Audi Valvelift System to increase the efficiency of the 2.0 TFSI, and, as a result, the engine manages up to 30 mpg highway in an A5 equipped with a manual transmission. Perhaps more importantly, the addition of the 2.0 TFSI to the A5 line in

2010 makes the brilliant coupe even more affordable than before, lowering the price point by a full $4,700.

A 3.2 FSI V6 engine also is available in the A5 coupe. With all-aluminum construction, Audi Valvelift System, and direct-injection technology, the V6 provides a lightweight and efficient alternative. The 3.2 FSI V6 produces 265 horsepower and 245 lb-ft of torque and is available mated to a six-speed Tiptronic automatic transmission and quattro all-wheel drive. The engine delivers 17/26 mpg (city/hwy).

The 2010 Audi S5 Cabriolet benefits from a powerful and efficient 3.0 TFSI V6 engine. The 3.0-liter, all-aluminum engine is supercharged to create 333 horsepower and 325 lb-ft of torque. The powerplant also incorporates a number of Audi innovations to maintain class-leading fuel efficiency. FSI direct injection, a two-stage intake, dual intercoolers and a drive-by wire throttle all help the 3.0 TFSI stay remarkably efficient, delivering 17/26 mpg (city/hwy).

Buyers seeking prodigious performance and power from their Audi coupes need look no further than the S5. The S5 coupe boasts a powerful V8 engine, dubbed the 4.2 FSI. This all-aluminum 4.2-liter engine provides a giant 354 horsepower and 325 lb-ft torque. Also featuring FSI direct injection, the S5 is capable of an exhilarating 4.9-second rush from 0-60 mph, with the stout V8 providing an immediate swell of power the moment the gas pedal is depressed. When mated to the Tiptronic automatic transmission, the 4.2 FSI offers buyers 16/24 mpg (city/hwy).

Drivetrain Options: Smooth, Precise and Confident

All A5 coupe models and most cabriolet variants come equipped with the unmatched surefootedness of quattro all-wheel drive and a number of gearbox solutions, depending on engine choice. Buyers opting for the efficient 2.0 TFSI engine may choose among a six-speed manual transmission (coupe only) an Audi Tiptronic six-speed automatic gearbox, and a Multitronic continuously variable transmission

(cabriolet only). The Tiptronic transmission provides drivers with the ease of an automatic but with the added option of manual gear choice if the need or desire arises. The A5 3.2 FSI also comes with a Tiptronic six-speed automatic transmission, fitting its more luxury-oriented personality. The S5, meanwhile, boasts the powerful Audi 4.2 FSI V8 engine and as such is available with either a six-speed manual or a Tiptronic six-speed automatic transmission. Both options afford buyers the choice of capable, smooth and sporty gearboxes fitting with Audi's dedication to performance.

A highly advanced Audi S Tronic seven-speed, dual-clutch transmission comes standard on the S5 Cabriolet. Because the sophisticated transmission uses dual input shafts and twin clutches, the gearbox is able to "predict" which gear the driver intends to use and prep the gear for action before it is selected. This results in seamless and instant gear changes that take just a fraction of a second.

Also available on both the S5 and S5 Cabriolet is quattro with Sport Rear Differential, which gives the S5 a new level of road holding ability by actively controlling the distribution of torque between the two rear wheels, effectively overdriving the outside wheel in corners. This "forces" the front end of the vehicle into the corner, thus eliminating understeer and creating more attainable excitement for the driver. In addition, the Sport Rear Differential works with ESP during accident avoidance maneuvers to keep the S5 cars stable and composed in emergencies.

More from Audi: Options

The 2010 A5 is available in several trims. Those include the A5 2.0T Premium, A5 2.0T Premium Plus, A5 3.2 Premium Plus, A5 2.0T Prestige, A5 3.2 Prestige, S5 Premium Plus and S5 Prestige.

The A5 2.0T Premium includes Electronic Stability Protection®, four-wheel Anti-Lock Brake System with Electronic Brake-pressure Distribution and Brake Assist (an emergency braking system that can dramatically increase brake force). Servotronic®

power steering also automatically varies the level of steering assist based on vehicle speed.

Outside, the A5 2.0T Premium has heated exterior mirrors and windshield washer nozzles, a tilting panoramic sunroof and halogen headlights. The interior of the coupe is fitted with a three-spoke leather-wrapped multifunction steering wheel with a manual tilt/telescoping steering column. Leather seating surfaces offer uninhibited luxury, and an automatic climate control system keeps the cabin comfortable. A central locking system, power windows with one-touch up/down and cruise control all offer added convenience.

Both the A5 2.0T Premium Plus and the A5 3.2 Premium Plus add Audi xenon-plus headlights with LED daytime running lights to the impressive list of features on the A5 2.0T Premium. LED taillights also are standard. Three-zone automatic climate control replaces the single-zone unit found on Premium cars, and six-step heated front seats make the interior comfortable. Audi music interface with iPod® integration becomes standard, as does Bluetooth® hands free and HomeLink® garage door opener. The A5 2.0T Premium Plus and A5 3.2 Premium Plus also benefit from rain-sensing windshield wipers and automatic headlights.

The 2010 A5 2.0T Prestige and A5 3.2 Prestige build on the equipment found in the Premium Plus package. An advanced memory function custom tailors the mirrors, seat and steering wheel position for the driver, and a new advanced key system allows the driver to lock, unlock and start the vehicle without ever removing the key from his or her pocket. Audi navigation with third-generation MMI® also is standard equipment on Prestige models and includes hard drive navigation, two SD® cards for external media and SIRIUS® satellite radio. A Bang & Olufsen 14-speaker, 505 watt sound system replaces the 10-speaker unit found on Premium Plus models, and voice-control for phone and navigation become standard as well.

The S5 Premium Plus comes standard with all of the equipment found on the A5 2.0T Premium Plus and A5 3.2 Premium Plus but includes a larger brake system, high-pressure headlight washers and a number of interior upgrades. Those include steering wheel mounted paddle shifters, brushed aluminum interior inlays and silk Napa leather sport seats. For 2010, the S5 Prestige combines the standard equipment of the A5 2.0T Prestige, A5 3.2 Prestige and S5 Premium Plus to deliver the ultimate A5 experience.

A number of additional packages are available to help buyers create the perfect A5. Those include a Navigation plus package, available on Premium Plus models, which includes third-generation MMI® with voice control, rearview camera and back up sensors. A 19-inch sport package, available on the A5 2.0T Premium Plus, A5 3.2 Premium Plus, A5 2.0T Prestige and A5 3.2 Prestige, provides unique wheels with summer tires, a sport suspension and steering wheel-mounted paddle shifters.

Audi drive select is also available on Prestige models and allows the driver to select from several performance and handling profiles at the push of a button. Adjusting damping and engine and transmission parameters occurs in milliseconds, Audi drive select has a profound effect on the driving characteristics of the coupe, and MMI® equipped vehicles now incorporate drive select individual, a custom a driving profile.

The exciting new A5 Cabriolet and S5 Cabriolet feature a soft top that retracts in just 15 seconds, making it ideal for stoplight conversions. Unlike much of the competition, the traditional soft top roof allows the A5 to offer best-in-class trunk space, while retaining a classical cabriolet form and avoiding the inherent weight gain associated with new hardtop variants. With a three-layer design, the fabric top can be had in the buyer’s choice of three exterior colors. A true-glass rear window helps isolate the cabin from excess road noise, as does additional insulation. The A5 Cabriolet and S5 Cabriolet are nearly as quiet as their hardtop sisters, and innovative features like neck-level heaters to allow for all-season convertible driving.

Warranty

The Audi A5 and S5 coupe will be backed by a new vehicle limited warranty that includes:

- Four-year/50,000 mile limited new vehicle warranty
- 12-year limited warranty against corrosion perforation
- 24-hour Roadside Assistance for four years

ABOUT AUDI OF AMERICA

Audi of America Inc. and its 270 dealers offer a full line of German-engineered luxury vehicles. The Audi line-up is one of the freshest in the industry with 23 models, including 12 models launched during model years 2008 and 2009. Audi is among the most successful luxury automotive brands globally. In selling one million vehicles worldwide in 2008, AUDI AG recorded its 13th consecutive record year for sales growth. Visit **www.audiusa.com** or **www.audiusanews.com** for more information regarding Audi vehicle and business issues.

# # #

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October 5, 2009

The 2010 Audi A5/S5 Reviewer Guide

Key Technologies in Brief

quattro with Sport Differential (S5)

quattro with Sport Differential goes a step beyond the already capable quattro all-wheel drive by controlling torque distribution between the two rear wheels, effectively changing the balance during cornering by overdriving the outside rear wheel. This causes the front of the car to “tuck in” to corners and eliminates understeer. The system reacts in less than 100 milliseconds – quicker than even ESP® -- and, amazingly, it works without using the brakes whether the gas is applied or not.

Audi Drive Select

Audi Drive Select provides buyers with a means of instantly altering throttle and steering response, shock stiffness, and transmission shift points in a fraction of a second. The driver may choose between Comfort, Dynamic, and Automatic modes. If the car is equipped with Audi’s third generation MMI®, an Individual setting is included, the characteristics of which can be specified in the interface. Audi drive select allows a unique duality; buyers can have a sports-oriented machine on Saturday and a comfortable sedan during the daily commute. On the S5, the Sport Differential settings are incorporated into this system. In comfort mode, the differential focuses on eliminating the effects of abrupt weight transfer, while in dynamic mode, the differential has the task of helping the S5 rotate through corners.

Head-level Heating System

Thanks to an innovative vent placed behind the front seat passengers' necks, top down driving enjoyment is available for more months during the year. Each front seat occupant can choose three levels of intensity to combat the strongest wind gusts.

Audi Adaptive Cruise Control

The available Audi adaptive cruise control monitors distance to the vehicle in front via radar sensors and automatically matches speed to maintain a driver-selected safe distance. Once the obstructing vehicle moves out of the way, the optional adaptive cruise control system resumes its normal preset speed. Should there be a risk of a collision, Audi braking guard offers a two-stage alert and prepares the braking system in the event that full braking force is required.

Acoustic Top

The 2010 Audi S5 Cabriolet uses a unique three-layer soft top. The design allows the Cabriolet with the top up to be nearly as quiet as the Coupe. The durable exterior is available in three colors and features a glass rear window. An insulating middle layer keeps wind and road noise at bay and helps to maintain cabin temperature with the roof up. The acoustic top also features an attractive headliner in a number of colors to match the interior of the Cabriolet.

Audi Side Assist

Via discreet LED lights in the rear view mirrors, the A5 can alert the driver of vehicles in the blind spot, as well as fast approaching traffic. The system activates at speeds of more than 19 mph and is most helpful in highway driving situations.

Audi Valvelift System (AVS)

AVS intelligently varies the lift and duration of engine exhaust valves in response to engine load and power needs. The result is greater engine efficiency and lower fuel consumption than non-AVS engines.

Powerful New 3.0 TFSI Engine

The 3.0-liter, all-aluminum V6 benefits from supercharging to create 333 horsepower and 325 lb-ft of torque. The sizeable torque figure is generated over a wide range, from 2900 to 5300 rpm, making the full power usable at any speed. The powerplant incorporates a number of Audi innovations to maintain class-leading fuel efficiency as well. FSI direct injection allows a high compression ratio of 10.3:1; a two-stage intake, dual intercoolers and a drive-by wire throttle all help the 3.0 TFSI achieve a remarkable ULEV-II emissions rating in the S5 Cabriolet.

2.0 TFSI Engine (A5)

The turbocharged and award-winning 2.0 TFSI delivers 211 horsepower and 258 lb-ft of torque from four cylinders, displacing 2.0 liters. The engine is built with a sturdy cast iron block and lightweight aluminum-alloy cylinder head for maximum efficiency. A large intercooler chills air coming from the turbocharger, and technologies like Audi Valvelift System, FSI direct injection and throttle by wire all work in harmony to both increase power and lower fuel consumption. The 2.0 TFSI is capable of up to 30 mpg.

4.2 FSI Engine

A powerful 4.2 FSI engine continues to be available in the 2010 Audi S5. The 4.2-liter V8 engine produces 354 horsepower and 325 lb-ft of torque. Constructed of light-weight aluminum alloy, the 4.2 FSI incorporates many of the same fuel-saving technologies found in the 3.2 FSI and the 2.0 TFSI. Those include FSI direct-injection, a two stage intake and a drive-by-wire throttle system. The combined effect is an engine that delivers class-leading power and fuel economy of up to 24 mpg highway.

Direct Injection (FSI)

Unlike traditional fuel systems, FSI direct injection works by injecting fuel directly into the combustion chamber, instead of the engine intake runners. The advanced process ensures a more complete burn, diminishing waste and increasing power. FSI-equipped engines also are able to take advantage of a significantly higher compression ratio and

cylinder pressure, thus fully atomizing fuel and optimizing turbocharger and supercharger boost response as well as efficiency.

Audi is the first car company in the U.S. to sell 100 percent of its gasoline engines with FSI direct injection technology, beginning with model year 2010. In 2000, Audi began racing with FSI direct injection technology in the R8 FSI prototype race car at Le Mans and the American Le Mans Series. Once this technology became available for U.S. consumers in late 2004 with the introduction of the 2005 A6 3.2 FSI, the list of Audi vehicles with FSI direct injection technology has continued to grow.

S tronic (S5 Cabriolet)

A dual-clutch gearbox, the S Tronic, is capable of delivering incredibly quick shifts; under normal driving conditions, the S Tronic can change gears in as quickly as 0.2 seconds. This is because the transmission uses dual input shafts and dual clutch packs, allowing the computer to essentially “predict” the driver’s next move and have the appropriate gear at the ready before it happens.

quattro

The legendary intelligent all-wheel drive system uses a self-locking center differential to transfer power where it is needed most. Under normal driving conditions, 40 percent of driving force is directed to the front wheels, and the remaining 60 percent is directed to the rear wheels. The result is a perfect driving balance. If conditions warrant a change, the self-locking differential is capable of sending a majority of engine power to the axle with the most traction.

Servotronic Power Steering

Standard on all 2010 A5 models, Servotronic power steering gives drivers a speed-sensitive variable assist. When equipped with Audi drive select, the system also varies the steering ratio. At lower speeds, the steering ratio is quicker in order to provide ultimate maneuverability while parking. Higher speeds yield a slower steering ratio, to

give the A5 a more stable handling platform and reduce the possibility of overcorrection during emergency maneuvers.

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# # #

Next-generation Audi MMI System

Audi is introducing the next generation of its Multi Media Interface (MMI) infotainment system. Highlights are speech control with a new complete-word input capability, three-dimensional map displays and a music jukebox on the system's internal hard disk drive. Control by touch has been greatly simplified with the adoption of a joystick integrated into the central MMI control knob. Although the control concept still relies on the well-proven 'MMI genes', first launched by Audi in 2002, the system is totally new in its technical concept, at the heart of which is a central media and communication computer installed in the vehicle's centre console.

1 Introduction

An immediately visible highlight in the new MMI infotainment system is its high-resolution 7-inch TFT display with four times the number of pixels (800 x 480) compared with the previous MMI generation. The high contrast range and LED back-light ensure that the image is absolutely sharp even in poor lighting conditions, with brilliant colours against a deep black background. Together with the high-resolution driver information display, the overall impression is of high-quality graphics worthy of a luxury car.

Slightly more discrete is the new MMI joystick which permits scrolling in eight directions to speed up and simplify map-based destination input. This input function is also essential for operation of DVD video menus.

At the heart of the system is a central media and communication computer, the 'Main Unit 3G', installed in the vehicle's centre console. This extremely compact computer unit controls all of the infotainment functions and combines the previously separate units for navigation, universal mobile phone preparation, Bluetooth® car phone, speech control and media in a single 1-DIN standard housing, with integral DVD drive and a 40 GB hard disk. A hinged cover conceals the card reader for two SD cards and an optional SIM telephone card. If the optional Audi Music Interface is installed to extend the system, USB memory sticks, an Apple iPod® player and other mobile media players can be connected to the central computer, thus offering customers who are also music enthusiasts a wide variety of playback options.

To permit computationally-intensive applications such as navigation, speech control, Bluetooth® telephony, DVD video playback and the MP3 audio player to be used simultaneously, a duo consisting of an 800-MHz SH4A RISC processor from the Japanese chip manufacturer Renesas and a 500MHz DM642 digital signal processor from the American chip specialist Texas Instruments supply the necessary high computing performance. This enables premium speech control such as the input of a navigation destination as a complete word without the chore of having to spell it out letter by letter, as well as the simple selection by voice of a name in the imported telephone directory. The signal processor also permits the playback of DVD video sound in Dolby 5.1 digital and DTS audio quality.

With the EMP1 3D graphics processor from the Californian 3D leader NVIDIA, the Audi MMI enters the third dimension. The impressive graphical performance of this chip makes it possible for the first time for Audi to provide a genuine in-car three-dimensional map display in the form of a digital topographical model for the whole of Europe and North America. In addition, 3D building models make orientation easier in many city centres. Last but not least, the graphics processor enables a classy graphical user interface, with free-flowing animation and superimposition effects of the highest resolution and presentation quality. The Audi MMI thus sets new standards for the graphical design and performance of modern high-end infotainment systems.

2 Topology

The MMI 3G infotainment system, like its predecessor, is a networked system based on the MOST (Media Oriented Systems Transport) standard, whereby the major system components are interconnected via a high speed optical bus using plastic optical fibres (**Figure 1**). The system uses three newly developed components as a basis: the 'Main Unit' with CD/DVD memory, SD card reader, navigation and telephone as integrated functions, the new high-resolution display (7", WVGA) and the 'Radio Unit' installed at the rear. This combines the new phase-diversity AM/FM tuner, digital radio (DAB) and a basic amplifier or 6-channel Audi Sound System. The infotainment system is connected to other vehicle networks by a secure central gateway, so that a wide variety of vehicle functions can be operated from a single screen. Additional optional components include: a CD changer, a TV tuner and a premium Bang & Olufsen audio amplifier.

Figure 1: MMI 3G topology

3 Operating Concept

The new MMI 3G system offers a host of new functions and the intuitive MMI operating concept has evolved to control them. Particularly notable examples are the innovative speech control capabilities and the newly integrated media and navigation functions.

3.1 New MMI Design

A clearly visible change is the revised design of the user menus. The guiding principle was to offer the user an attractive, 3D-based graphic display and

in this way to make operation of the system even more self-evident. This has been an evolutionary process in the sense that the basic principles familiar from the previous Audi MMI have been retained. They include colour coding of the function-groups, representation of the main control knob (**Figure 2**) on the display and division throughout into main groups (hardkeys) with corresponding control elements (softkeys).

Figure 2: MMI control unit with integrated joystick

3.2 Speech Control

The new speech control system facilitates operation of the main functions such as navigation, telephone and directory. Town and street names can now be entered as a navigation destination without having to be spelled out tediously letter by letter; they are now entered directly and conveniently by speaking the complete word, (**Figure 3**). A similar complete-word principle applies when making a telephone call to someone listed in the integrated directory: only the 'Call' command followed by the name as a complete word need to be input in order to make the connection with the subscriber concerned. In order to make the voice input more natural, the system recognises a number of synonyms that can also be used. An example might be input of the word 'Telephone' instead of 'Call', followed by the name.

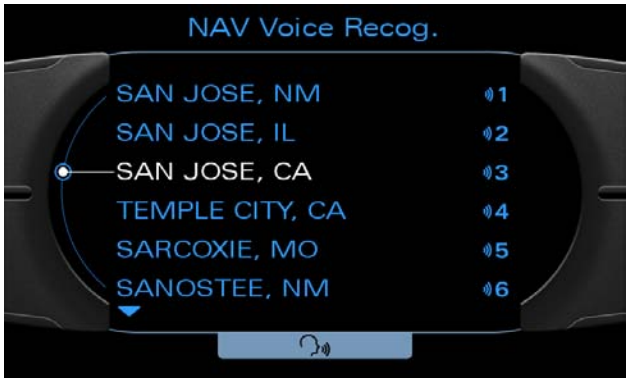


Figure 3: Speech control – entering place names directly into the navigation system as complete spoken words

As a further improvement, the MMI will inform the user by means of a symbol of the current status of the speech control system, so that he or she is always aware during a dialogue when the system is expecting a spoken command.

3.3 Media

In the media sector in particular, a variety of new features are now available. In addition to audio CDs or MP3 data CDs, the user can play back his or her own music from the integrated hard disk jukebox or from interchangeable storage media such as SD cards or USB memory sticks. The popular Apple iPod® line of music players can also be comfortably operated via the MMI system.

Although the various music sources that can be played through the MMI differ widely, the system is able to show them all on the control screen. A file browser always provides access to the music selection in a consistent way, regardless of the data medium on which it is recorded. The jukebox also provides many forms of filter, for instance sorting according to performer's name, album or type of music. Support for memorised 'playlists' enables the play order to be customized to suit individual tastes, (**Figure 4**).

A further example to illustrate how the operating concept has been extended without abandoning the overall MMI control and display logic is the new browser integrated into the system. This is used to display HTML-based content, for example the vehicle user manual stored on the hard disk. Here too the principle of continuity in the operating and display logic has been adhered to. The operating changes resulting from the extended scope (for instance, the ability to jump back page by page) have been realised by extension of the GUI where appropriate.

Figure 4: Operation of the jukebox

4 3D Map Navigation

The navigation function on the MMI 3G also introduces a large number of innovations. The navigation map is now shown in three dimensions for the first time, as a true 3D topographical model with

colour distinctions according to height, thus communicating the familiar impression of a typical printed map (**Figure 5**). A further enhancement is the inclusion of 3D models for a large number of cities, with important buildings shown in near authentic detail (**Figure 6**). These features would not have been possible without increased onboard storage in the form of a 2.5-inch automotive hard disk and support for high-performance graphics, including the industry-standard OpenGL ES (Open Graphics Library for Embedded Systems) powered by an NVIDIA graphics chip.

Figure 5: 3D map with topographical terrain model

Figure 6: 3D city model including textured buildings and points of interest

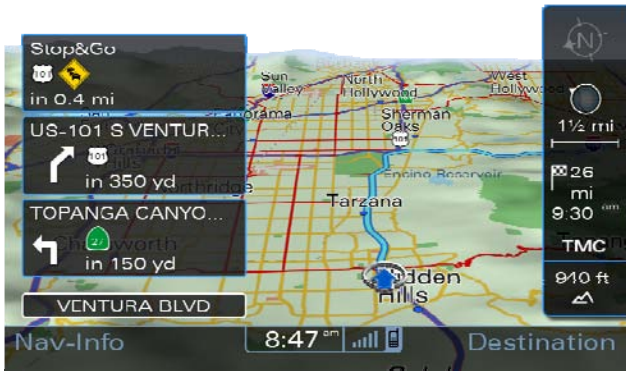


Figure 7: Route display with turn and incident information

For route guidance, the 3D motorway exit views and route information already familiar from Audi's Navigation Plus (RNS-E) infotainment system have been further improved. As illustrated, information relating to the current route is also superimposed on the map (**Figure 7**). The content includes upcoming turns as well as any traffic incidents, which are in each case accompanied by time and distance data. A new safety and convenience feature is the addition of lane-level guidance to the 3D motorway exit display (**Figure 8**). For many exits this lane information is already contained in the navigation database stored in the system's hard disk drive. Future map updates will continue to improve coverage across the United States and Canada.

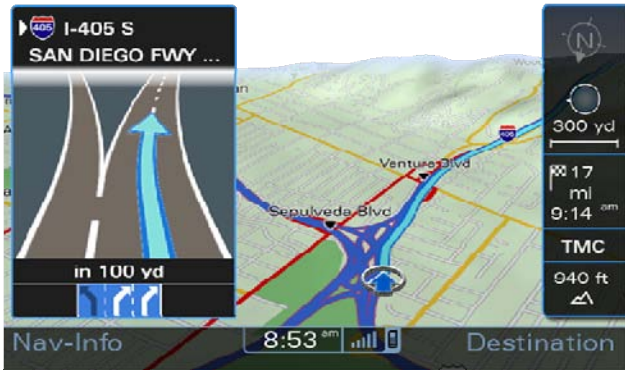


Figure 8: 3D motorway exit display with lane-level guidance

With efficiency in mind, a new route option, 'Economical' has been added to the 'Fast' and 'Short' algorithms of the current system. The MMI quickly computes all three route options simultaneously, allowing the customer to preview and subsequently choose the most suitable one according to its impact on arrival time and distance.

A powerful onboard search engine is able to locate special destinations, such as points of interest, on the basis of a keyword or a complete name. Adding to the system's flexibility, addresses from the user's mobile phone directory can also be adopted as destinations for the navigation system. Provided that the phone is connected to the MMI the system will interpret postal addresses stored on the phone and convert them into geographical coordinates for routing.

The navigation system is operated using the familiar central MMI control knob, but is greatly assisted by the newly integrated joystick already popular in the Asian variant of the current generation MMI. With its ability to scroll in eight independent directions this feature greatly simplifies and speeds up panning and destination input on the map.

For those customers who would rather use speech control, the new MMI has an absolute treat: the destination can simply be spoken to the system, and no longer has to be spelled out letter by letter, since destinations for many countries are conveniently understood as complete words.

Not only speech control but also spoken messages and route recommendations have been considerably improved in quality. The user can, for instance, choose between a compact and a complete spoken

message mode, the main difference being the breadth of spoken information. In the complete mode, for example, the message “In 400 metres, turn right” is extended to include the name of the street (“In 400 metres, turn right at Pennsylvania Avenue”).

5 Telephone

Unlike the preceding MMI generation which used a separate control unit for Bluetooth® Hands-Free telephone functionality, the new MMI 3G directly incorporates the latest Bluetooth® chipset directly in the Main Unit (**Figure 9**). Support for the newest Bluetooth® profiles (Hands-Free Profile 1.5 and Phonebook Access Profile 1.0 and SIM Access Profile) for the first time enables standardised access to the directories and call lists of the mobile phones connected to the system. Integrated software for Bluetooth® device management makes it possible for the car to establish the optimal Bluetooth® connection with each phone depending on which Bluetooth® profile it supports, and to seamlessly switch between several mobile phones.

Figure 9: Bluetooth® phone architecture

Phone directory listings are now easily viewed on the MMI - the contacts from the customer’s mobile phone as well as the local contacts stored on the vehicle can be seen on a joint list. Up to five telephone numbers, two navigation destinations and additional information can all be stored and organised as a contact under a single name (**Figure 10**). Memory capacity for up to 2000 contacts per phone is reserved by the system and altogether, the MMI’s directory can manage contacts from up to five different devices.

If supported by the mobile phone’s network provider, convenient features such as call brokering and conference calls can now be comfortably used in the car. For select mobile phones, optional adapters are also available which charge the mobile phone’s battery and provide a connection to the roof-mounted antenna.

Intensive ongoing Bluetooth® interoperability tests conducted by Audi and the mobile phone manufacturers ensure that Audi is able to support a very wide range of mobile phones.

Figure 10: Stored telephone contact

Figure 11: Typical jukebox screen

6 Media

6.1 Track Memory

To ensure that the MMI 3G is state-of-the-art in new media, Audi set itself the target of supporting the largest possible number of external memory devices and players – despite the high degree of complexity entailed by the variety of different manufacturers and standards. The system has two slots for flash-based memory cards, and accepts not only the currently popular SD (Secure Digital) cards and newer high capacity SDHC cards (for capacities up to 32 GB), but also the older MMC (Multi Media Card) standard. Up to 4,000 tracks may be saved to each memory card, in either MP3 or WMA (up to and including Version 9) format and, with AAC (Advanced Audio Coding), as M4A encoded music titles. The user can also use play lists created with the aid of suitable tools in either PLS or M3U formats.

Aside from supporting memory cards, the new MMI system uses its internal hard disk drive as a jukebox. The customer can save up to 2,000 tracks on the drive and all tracks imported to the jukebox are visualised by means of their track information in an intuitive screen display, so that orientation is easy even if the volume of data is very large. The tracks can be sorted according to artist, album or type of music. **Figure 11**

shows a typical screen where 'Artist' has been selected as a filter criterion.

Handling such a variety of media with thousands of tracks is a fundamental challenge to the operating concept. For this reason, a 'fast scrolling' feature, has been introduced. If the MMI's rotary pushbutton is turned rapidly, the display switches to a smaller scale with a position indicator (**Figure 12**). The number of tracks to be jumped over depends on the speed with which the knob is turned. If an entry is selected or if a timeout occurs, the display reverts to the usual style.

Figure 12: Fast scrolling

When saving tracks to the jukebox on the hard disk, the memory cards and CDs or DVDs (both of which can be played back via the DVD drive) are all possible import sources. In addition, media stored on USB memory devices can be imported if the Audi Music Interface is installed.

The Audi Music Interface, with its 30-pin connecting socket, provides a universal means for connecting a very wide variety of external devices to the MMI. If the appropriate adapter cables are used, Apple iPod® (fourth generation or newer), USB mass storage devices (USB 1.0, 2.0) and external audio sources can all be connected to the MMI. Apple iPod® operation has been fully integrated into the MMI interface. As with MP3 media, all of the iPod®'s song titles and other artist and track information can be viewed via the centre console or driver displays and the MMI can even search through all music directories and play lists (**Figure 13**). For music reproduction on USB devices, as with SD cards, up to 4,000 tracks are supported, in MP3, WMA and AAC formats, and PLS and M3U for play lists.

Other music players can also be connected to the system via a standard AUX-IN connection. If the optional Audi Music Interface has not been ordered, the AUX-IN socket is still available and can be found in the vehicle's centre console. Although no direct control of the player is possible via the AUX-IN connection, the MMI settings allow the customer to select a suitable volume range for each player so as to safely account for the varying output volumes of different manufacturers.

Figure 13: Apple iPod® control via the Audi Music Interface

7 Radio

7.1 Radio Unit

The MMI 3G Radio Unit attains new performance heights for the Audi model line-up, both in terms of reception quality as well as functionality. It was Audi's aim, to further enhance the radio listening experience with as little audio interference as possible, especially while the vehicle is in motion. As a result, the signal processing capability of the reception modules has been steadily improved over a number of successive equipment generations.

The radio unit is a fixed element in all next-generation MOST systems. It contains an Analog/Digital reception module and a six-channel audio amplifier with digital signal processing (DSP).
The reception module integrates AM/FM reception as well as Digital Satellite Radio (SDARS). FM-reception quality represents a new benchmark for the automotive industry, owing to a truly high-tech three-tuner reception concept with digital signal processing, dynamic selection and permanent dual-antenna phase diversity.

This new three-tuner concept has several advantages:

– Previous solutions switch to a single-tuner mode if the reception is moderate to good, so that one tuner is released to search the waveband for new radio stations and traffic message information. In the MMI radio unit, on the other hand, the phase-diversity regulating algorithm is not interrupted by mode changeovers. The permanent use of two tuners achieves a stereo quality that was previously not possible with mobile equipment.
– Tuner 1 and Tuner 2, together, generate an audio signal that is reproduced by the car's sound system. The two tuners can remain in phase diversity mode all the time, thereby ensuring excellent sound quality.
– Tuner 3 does not generate an audio signal, but renders the manual station search obsolete. This tuner is dedicated to permanently finding, rating and sorting all receivable stations as well as undertaking an alternative frequency search with optimised RDS sensitivity. This ensures that the

user is presented with an optimal list of available stations at all times.

7.2 Satellite Radio

In recent years, most analog transmission formats have gradually been superseded by digital processes (telephone, TV, satellite). Keeping with the times, the MMI 3G for the United States and Canada, includes an SDARS (satellite digital audio radio service) system that is fully integrated in the MMI 3G Radio Unit, providing up to 223 commercial free audio channels that are available nationwide (**Figure 14**).

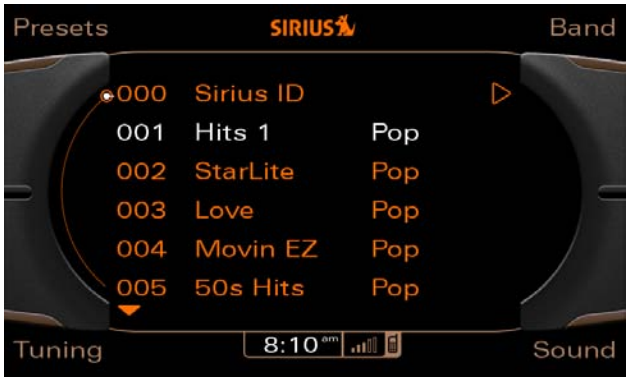


Figure 14: Sirius Satellite Radio

With the MMI 3G Radio Unit, Audi is one of the first automakers to include a dual SDARS tuner. While the first tuner ensures an enhanced digital audio experience, the second tuner is used to collect up-to-date traffic information that is also broadcast nationwide via satellite. This information, which includes speed, flow and traffic incidents, is invaluable for the MMI 3G's navigation software as it dynamically re-routes the driver around obstacles or delays. An easy snapshot of the traffic situation along, around and ahead of the current route is also presented to the driver on the navigation screen (**Figure 15**).

A 180-day free on air subscription for satellite audio and traffic services is standard for all Audi Customers after purchase of the vehicle. Hence, the customer is able to fully experience both the listening experience as well as the convenience of always up-to-date traffic information. After expiration of the free trial, the MMI's user interface indicates the necessary steps for the customer to further subscribe to the services he or she wants to use in the future.

The SDARS user interface also received a thorough update to further increase customer satisfaction. Besides displaying the current song title or album (where available), for the first time, a so called "look around mode" has been implemented, which allows the user to listen to a channel while browsing through the channel list and looking for available content on other channels. You can really "see", what's going on in other channels without having to tune to them!

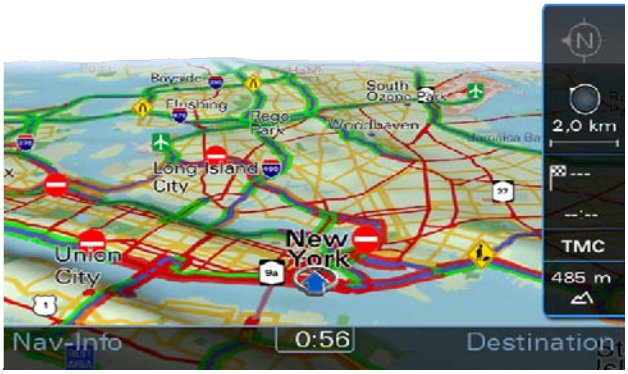


Figure 15: Display of traffic information

8 Sound Systems

Audi offers a wide selection of sound systems customized for each vehicle, (**Figures 16** and **17**). Taking Audi's all new Q5 compact crossover vehicle as an example, up to four different sound systems are available for different markets worldwide. The basic equipment version has two channels with 2x20W and 200mm speakers in the front doors, supplemented by 32mm tweeters in the dash panel. To provide both front- and rear-seat occupants with a full sound range, the Basic Plus version is available with a total amplifier output rating of 80W and four additional speakers (2 x 168mm low mid-range speakers, 2 x 25mm tweeters) in the rear doors.

Bang & Olufsen Sound System
• 7 x 25W, 2 x 50W, 1 x 150W (10 channels)
• 6 speakers in the front and rear doors
• 2 midrange, centre, sub-woofer, 2 surround units and 2 tweeters
• Interior noise-dependent volume control (VNC)
• Virtual surround from Bang & Olufsen
Audi-Sound System
• 3 x 20W, 3 x 40W (6 channels)
• 6 speakers in the front and rear doors
• Centre, sub-woofer and 2 tweeters in dashboard
Basic Plus (= Passive speakers front and rear)
• 4 x 20W (4 channels)
• 6 speakers in the front and rear doors
• 2 tweeters in dashboard
Basic (= Passive speakers front)
(only in conjuction with radio)
• 2 x 20W (2 channels)
• 2 speakers in the front doors
• 2 tweeters in dashboard

Figure 16: Overview of available Audi Q5 sound systems

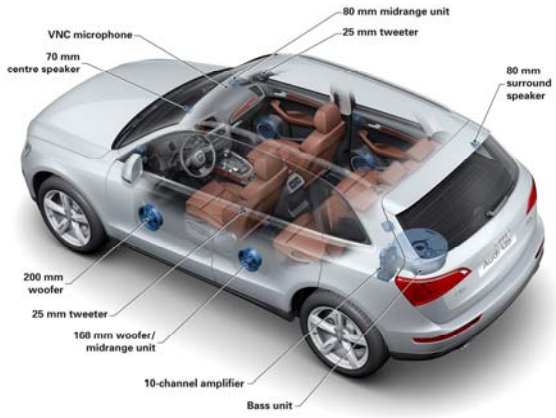


Figure 17: Speaker locations

The high end Audi Sound System has six active amplifier channels with a total output rating of 180W. As a complement to the 40W low mid-range speakers in the front doors, a 15-litre sub-woofer in the spare wheel well reproduces even very low frequencies with an output rating of 40W. To improve the audio stage effect, a centre-fill mid-range speaker driven by a 25W amplifier channel is located in the dash panel. Following the MMI Main Unit's trend towards high-level integration of electronics, the complete amplifier electronics and radio tuners fit tightly in a 1-DIN housing, taking up very little space in the vehicle.

At the very premium end, the Bang & Olufsen Sound System consists of 14 high-grade speakers with acoustically optimised Neodym drivers from ten amplifier channels, the total output rating of which is 505W. The system's digital amplifier adapts the individual channels optimally to the acoustical properties of the vehicle's interior.

Mid-range reproduction is by way of two 25W, 80mm mid-range units and an 80mm centre-fill speaker. The tweeters are in the front door quarter triangles and thus help to create an optimised audio stage for the driver and front-seat passenger. This premium sound system is completed by 80mm surround speakers in the vehicle D-panel. All 80mm mid-range units have high-grade fabric diaphragms that reproduce music without discoloration. Two 40W, 168mm low mid-range units and 25mm tweeters in the rear doors add to this high-end system architecture. Bass frequencies are supplied at a total amplifier output rating of 300W from two 200mm woofers (150W) in the front doors and a 150W sub-woofer in the spare wheel well. To maintain this high level of music reproduction in all driving situations, the digital amplifier analyses audible interference in the vehicle's interior by means of a microphone and adapts music reproduction optimally to the current acoustic environment.

Among the most outstanding features of the Bang & Olufsen system is its ability to reproduce DVD media with DolbyDigital 5.1 or DTS quality. In contrast with a CD which carries only two discrete sources (left and right channels, as shown in **Figure 18 left**), six different source signals have to be processed in this case and their reproduction is individually optimised for each of the vehicle's occupants, (**Figure 18 right**).

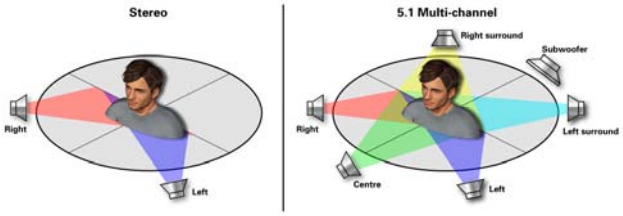


Figure 18: Comparison of CD and DVD audio reproduction

Audi of America

Audi A5 coupe 2.0 TFSI Technical Specifications

2010 Model Year

Technical Specifications				2010 Audi A5 coupe 2.0 TFSI
ENGINE:				
Type	Inline four-cylinder gasoline engine with FSI direct injection, exhaust turbocharger with intercooler, four valves per cylinder.			
Arrangement	Front mounted, longitudinal			
Bore	3.25 in.	82.5 mm		
Stroke	3.65 in.	92.8 mm		
Displacement	121.1 cu. in.	1984 cc		
Compression ratio	9.6:1			
Fuel requirement	Premium unleaded (91 Octane) recommended for maximum performance			
Horsepower (SAE)	211 hp	@ 4300-6000 rpm		
Max. Torque	258 lbs. ft.	@ 1500-4200 rpm		
ENGINE DESIGN:				
Cylinder block	cast iron			
Cylinder head	aluminum alloy			
Valve train / intake	Audi valvelift system on exhaust valves, DOHC, chain driven, hydraulic lifters			
Firing order	1-3-4-2			
Fuel injection	Electronic engine management, drive-by-wire throttle, FSI direct injection			
Emission system	Close-coupled ceramic catalytic converter			
Emissions level	EU5; ULEVII;			
ELECTRICAL SYSTEM:				
Battery	12 volts	60 amp/hr		
Alternator	14 volts	280 amp		
DRIVETRAIN:				
Transmission	Automatic: Tiptronic 6-speed automatic			
	Manual: 6-speed manual transmission			
Type		**Tiptronic automatic (quattro AWD)**	**6-sp manual trans (quattro AWD)**	
		Automatic	Manual	
Gear ratios: 1st		4.171	3.778	
2nd		2.34	2.050	
3rd		1.521	1.321	
4th		1.143	0.970	
5th			0.811	
6th			0.692	
reverse			3.333	
Final Drive		3.517	3.693	
Front Differential	electronically locking (EDL)			
Center Differential (for quattro)	self-locking center differential			
Rear Differential (for quattro)	electronically locking (EDL)			
STEERING:				
Type	Servotronic vehicle speed-sensitive hydraulic power assist			
Ratio	16.3:1			
Turning circle (curb-to-curb)	37.4 ft.	11.4 m		
SUSPENSION:				
Front	Five-link front suspension, upper and lower wishbones, tubular anti-roll bar			
Rear	Independent trapezoidal link with resiliently mounted subframe, anti-roll bar			
BRAKES:				
System	Dual-circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD)			
	and Electronic Stabilization Program (ESP); tandem brake booster			
Front	Ventilated discs	12.6 in. (320 mm)		
Rear	Solid discs	11.8 in. (300 mm)		
Parking brake	Electromechanical, actuated at rear wheels			

Audi of America

Audi A5 coupe 2.0 TFSI Technical Specifications

2010 Model Year

Technical Specifications (continued)							**2010 Audi A5 coupe 2.0 TFSI**
WHEELS:							
Size	8.5X18 alloy			standard			
	8.5X19 alloy			optional			
TIRES:							
Size	245/40 R18 all season			standard			
	255/35 R19 summer performance			optional			
BODY:							
Material	Unitized steel structure						
Corrosion protection	All steel parts are 100% dual-side zinc-galvanized (12 year limited warranty against corrosion perforation)						
WARRANTY/MAINTENANCE:	4-Year/50,000 mile new vehicle limited warranty						
	12-Month/5,000 mile (whichever occurs first)						
CAPACITIES:							
Engine oil	4.86 qt.	4.6 liter					
Fuel tank	17.17 gal.	65 liter					
Cooling system	7.4 qt.	7 liter					
EXTERIOR DIMENSIONS:							
Wheelbase	108.3 in.	2751 mm					
Track: front / rear	62.6/62.1	1590/1577					
Overall length	182.1 in.	4625 mm					
Overall width incl. mirrors	78 in.	1981 mm					
Height (unloaded)	54 in.	1372 mm					
Ground clearance (loaded)	n/a in.	n/a mm					
	quattro Manual Trans			**quattro Tiptronic Trans**			
Curb weight	3583 lbs			3682 lbs			
Drag coefficient	Cw = 0.296 Frontal Area = = 2.17 sq. m.						
INTERIOR DIMENSIONS:							
EPA Class	Subcompact cars						
Seating Capacity	4						
Head room front / rear	39.1 in.	993 mm	/	36 in.	914 mm		
Shoulder room front / rear	54.3 in.	1378 mm	/	52.8 in.	1342 mm		
Int. vol. (EPA)	84 cu. ft.						
Luggage capacity (EPA)	12.0 cu. ft.						
PERFORMANCE:							
	quattro Manual Trans			**quattro Tiptronic Trans**			
0-60 mph	6.4 sec.			6.6 sec.			
Top speed	Electronically limited to 130 mph						
FUEL ECONOMY:	EPA						
	quattro Manual Trans			**quattro Tiptronic Trans**			
City	22 mpg			21 mpg			
Highway	30 mpg			27 mpg			
Combined	25 mpg			23 mpg			

Audi of America

Audi A5 coupe 3.2 FSI Technical Specifications

2010 Model Year

Technical Specifications			2010 Audi A5 coupe 3.2 FSI
ENGINE:			
Type	V6 gasoline engine with FSI direct injection, four valves per cylinder, 2-stage variable intake manifold		
Arrangement	Front mounted, longitudinal		
Bore	3.37 in.	85.5 mm	
Stroke	3.65 in.	92.8 mm	
Displacement	195.1 cu. in.	3197 cc	
Compression ratio	12.5:1		
Fuel requirement	Premium unleaded (91 Octane) recommended for maximum performance		
Horsepower (SAE)	265 hp	@ 6500	
Max. Torque	243 lbs. ft.	@ 3000-5000	
ENGINE DESIGN:			
Cylinder block	aluminum alloy		
Cylinder head	aluminum alloy		
Valve train / intake	Audi valvelift system on intake valves, DOHC, 4-valves per cylinder		
Firing order			
Fuel injection	Electronic engine management, drive-by-wire throttle, FSI direct injection		
Emission system	Two primary converters close to engine, two main converters		
Emissions level	EU4, ULEV II		
ELECTRICAL SYSTEM:			
Battery	12 volts	80 amp/hr	
Alternator	14 volts	380 amp	
DRIVETRAIN:			
Transmission	Automatic: Tiptronic 6-speed automatic		
	Manual: 6-speed manual transmission		
Type	**Tiptronic automatic (quattro AWD)**		
	Automatic		
Gear ratios: 1st	4.171		
2nd	2.340		
3rd	1.521		
4th	1.143		
5th	0.867		
6th	0.691		
reverse	3.403		
Final Drive	3.517		
Front Differential	electronically locking (EDL)		
Center Differential (for quattro)	self-locking center differential		
Rear Differential (for quattro)	electronically locking (EDL)		
STEERING:			
Type	Servotronic vehicle speed-sensitive hydraulic power assist		
Ratio	16.3:1		
Turning circle (curb-to-curb)	37.4 ft.	11.4 m	
SUSPENSION:			
Front	Five-link front suspension, upper and lower wishbones, tubular anti-roll bar		
Rear	Independent trapezoidal link with resiliently mounted subframe, anti-roll bar		
BRAKES:			
System	Dual-circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD)		
	and Electronic Stabilization Program (ESP); tandem brake booster		
Front	Ventilated discs	12.6 in. (320 mm)	
Rear	Solid discs	11.8 in. (300 mm)	
Parking brake	Electromechanical, actuated at rear wheels		

Audi of America

Audi A5 coupe 3.2 FSI Technical Specifications

2010 Model Year

Technical Specifications (continued)					**2010 Audi A5 coupe 3.2 FSI**
WHEELS:					
Size	8.5X18 alloy		standard		
	8.5X19 alloy		optional		
TIRES:					
Size	245/40 R18 all season		standard		
	255/35 R19 summer performance		optional		
BODY:					
Material	Unitized steel structure				
Corrosion protection	All steel parts are 100% dual-side zinc-galvanized (12 year limited warranty against corrosion perforation)				
WARRANTY/MAINTENANCE:	4-Year/50,000 mile new vehicle limited warranty				
	12-Month/5,000 mile (whichever occurs first)				
CAPACITIES:					
Engine oil	6.5509 qt.	6.2 liter			
Fuel tank	16.907 gal.	64 liter			
Cooling system	9.5094 qt.	9 liter			
EXTERIOR DIMENSIONS:					
Wheelbase	108.3 in.	2751 mm			
Track: front / rear	62.6/62.1	1590/1577			
Overall length	182.1 in.	4625 mm			
Overall width incl. mirrors	78 in.	1981 mm			
Height (unloaded)	54 in.	1372 mm			
Ground clearance (loaded)	n/a in.	n/a mm			
	quattro Tiptronic Trans				
Curb weight	3770 lbs				
Drag coefficient	Cw = 0.296 Frontal Area = = 2.17 sq. m.				
INTERIOR DIMENSIONS:					
EPA Class	Subcompact cars				
Seating Capacity	4				
Head room front / rear	39.1 in.	993 mm	/ 36 in.	914 mm	
Shoulder room front / rear	54.3 in.	1378 mm	/ 52.8 in.	1342 mm	
Int. vol. (EPA)	84 cu. ft.				
Luggage capacity (EPA)	12.0 cu. ft.				
PERFORMANCE:					
	quattro Tiptronic Trans				
0-60 mph	6.4 sec.				
Top speed	Electronically limited to 130 mph				
FUEL ECONOMY:	2009MY EPA data (no change expected for 2010)				
	quattro Tiptronic Trans				
City	17 mpg				
Highway	26 mpg				
Combined	20 mpg				

Audi of America

Audi A5 Cabriolet 2.0 TFSI Technical Specifications

2010 Model Year

Technical Specifications	2010 Audi A5 Cabriolet 2.0 TFSI			
ENGINE:				
Type	Inline four-cylinder gasoline engine with FSI direct injection, exhaust turbocharger with intercooler, four valves per cylinder.			
Arrangement	Front mounted, longitudinal			
Bore	3.25 in.	82.5 mm		
Stroke	3.65 in.	92.8 mm		
Displacement	121.1 cu. in.	1984 cc		
Compression ratio	9.6:1			
Fuel requirement	Premium unleaded (91 Octane) recommended for maximum performance			
Horsepower (SAE)	211 hp	@ 4300-6000 rpm		
Max. Torque	258 lbs. ft.	@ 1500-4200 rpm		
ENGINE DESIGN:				
Cylinder block	cast iron			
Cylinder head	aluminum alloy			
Valve train / intake	Audi valvelift system on exhaust valves, DOHC, chain driven, hydraulic lifters			
Firing order	1-3-4-2			
Fuel injection	Electronic engine management, drive-by-wire throttle, FSI direct injection			
Emission system	Close-coupled ceramic catalytic converter			
Emissions level	EU5; ULEVII			
ELECTRICAL SYSTEM:				
Battery	12 volts	60 amp/hr		
Alternator	14 volts	140 amp		
DRIVETRAIN:				
Transmission	Automatic: Tiptronic 6-speed automatic			
	Automatic: Multitronic continuously variable transmission (CVT)			
Type		**Tiptronic automatic (quattro AWD)**	**Multitronic CVT (FrontTrak FWD)**	
		Automatic	Automatic (in Sport mode)	
Gear ratios: 1st		4.171	2.492	
2nd		2.34	1.574	
3rd		1.521	1.147	
4th		1.143	0.892	
5th		0.867	0.715	
6th		0.691	0.579	
7th		-	0.465	
8th		-	0.37	
reverse		3.403	3.015	
Final Drive		3.517	5.97	
Front Differential	electronically locking (EDL)			
Center Differential (for quattro)	self-locking center differential			
Rear Differential (for quattro)	electronically locking (EDL)			
STEERING:				
Type	Servotronic vehicle speed-sensitive hydraulic power assist			
Ratio	16.3:1			
Turning circle (curb-to-curb)	37.4 ft.	11.4 m		
SUSPENSION:				
Front	Five-link front suspension, upper and lower wishbones, tubular anti-roll bar			
Rear	Independent trapezoidal link with resiliently mounted subframe, anti-roll bar			
BRAKES:				
System	Dual-circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program (ESP); tandem brake booster			
Front	Ventilated discs	12.6 in. (320 mm)		
Rear	Solid discs	11.8 in. (300 mm)		
Parking brake	Electromechanical, actuated at rear wheels			

Audi of America

Audi A5 Cabriolet 2.0 TFSI Technical Specifications

2010 Model Year

Technical Specifications (continued)								**2010 Audi A5 Cabriolet 2.0 TFSI**
WHEELS:								
Size	8.5X18 alloy					standard		
	8.5X19 alloy					optional		
TIRES:								
Size	245/40 R18 all season					standard		
	255/35 R19 summer performance					optional		
BODY:								
Material	Unitized steel structure; Cloth convertible roof							
Corrosion protection	All steel parts are 100% dual-side zinc-galvanized (12 year limited warranty against corrosion perforation)							
WARRANTY/MAINTENANCE:	4-Year/50,000 mile new vehicle limited warranty							
	12-Month/5,000 mile (whichever occurs first)							
CAPACITIES:								
Engine oil	4.86 qt.	4.6 liter						
Fuel tank	17.17 gal.	65 liter						
Cooling system	7.4 qt.	7 liter						
EXTERIOR DIMENSIONS:								
Wheelbase	108.3 in.	2751 mm						
Track: front / rear	62.6/62.1	1590/1577						
Overall length	182.1 in.	4625 mm						
Overall width incl. mirrors	79.5 in.	2020 mm						
Height (unloaded)	54.4 in.	1383 mm						
Ground clearance (loaded)	n/a in.	n/a mm						
	FrontTrak Multitronic			**quattro Tiptronic**				
Curb weight	3880 lbs			4034 lbs				
Drag coefficient	Cd = 0.31	Frontal Area =	=	2.18 sq. m.				
INTERIOR DIMENSIONS:								
EPA Class	Subcompact cars							
Seating Capacity	4							
Head room front / rear	39.9 in.	1014 mm	/	36.3 in.	922 mm			
Leg room front / rear	41.34 in.	1050 mm	/	31.9 in.	810.26 mm			
Shoulder room front / rear	54.3 in.	1378 mm	/	46.9 in.	1190 mm			
Int. vol. (EPA)	n/a cu. ft.							
Luggage capacity (EPA)	10.2 cu. ft.							
PERFORMANCE:								
	quattro Tiptronic Trans					**Multitronic Trans**		
0-60 mph	7.2 sec.					7.5 sec.		
Top speed	Electronically limited to 130 mph							
FUEL ECONOMY:								
	quattro Tiptronic Trans					**Multitronic Trans**		
City	20 mpg					23 mpg		
Highway	26 mpg					30 mpg		
Combined	23 mpg					26 mpg		

Audi of America

Audi S5 coupe 4.2 FSI Technical Specifications

2010 Model Year

Technical Specifications				2010 Audi S5 coupe
ENGINE:				
Type	V8 gasoline engine with FSI direct injection, four valves per cylinder, 2-stage variable intake manifold			
Arrangement	Front mounted, longitudinal			
Bore	3.33 in.	84.5 mm		
Stroke	3.65 in.	92.8 mm		
Displacement	254.0 cu. in.	4163 cc		
Compression ratio	11.4:1			
Fuel requirement	Premium unleaded (91 Octane) recommended for maximum performance			
Horsepower (SAE)	354 hp	@ 7000		
Max. Torque	325 lbs. ft.	@ 3500		
ENGINE DESIGN:				
Cylinder block	aluminum alloy			
Cylinder head	aluminum alloy			
Valve train / intake	DOHC, 4-valves per cylinder, hydraulic adjustment			
Firing order				
Fuel injection	Electronic engine management, drive-by-wire throttle, FSI direct injection			
Emission system	Two close-coupled ceramic converters			
Emissions level	EU4; LEV II			
ELECTRICAL SYSTEM:				
Battery	12 volts	95 amp/hr		
Alternator	14 volts	450 amp		
DRIVETRAIN:				
Transmission	Automatic: Tiptronic 6-speed automatic			
	Manual: 6-speed manual transmission			
Type		**Tiptronic automatic (quattro AWD)**	**6-sp manual trans (quattro AWD)**	
		Automatic	Manual	
Gear ratios: 1st		4.171	3.667	
2nd		2.340	2.158	
3rd		1.521	1.520	
4th		1.143	1.133	
5th		0.867	0.919	
6th		0.691	0.778	
reverse		3.403	3.222	
Final Drive		3.517	3.875	
Front Differential	electronically locking (EDL)			
Center Differential (for quattro)	self-locking center differential			
Rear Differential (for quattro)	electronically locking (EDL)			
STEERING:				
Type	Servotronic vehicle speed-sensitive hydraulic power assist			
Ratio	16.3:1			
Turning circle (curb-to-curb)	37.4 ft.	11.4 m		
SUSPENSION:				
Front	Five-link front suspension, upper and lower wishbones, tubular anti-roll bar			
Rear	Independent trapezoidal link with resiliently mounted subframe, anti-roll bar			
BRAKES:				
System	Dual-circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD)			
	and Electronic Stabilization Program (ESP); tandem brake booster			
Front	Ventilated discs	13.6 in. (345 mm)		
Rear	Ventilated discs	13.0 in. (330 mm)		
Parking brake	Electromechanical, actuated at rear wheels			

Audi of America

Audi S5 coupe 4.2 FSI Technical Specifications

2010 Model Year

Technical Specifications (continued) — **2010 Audi S5 coupe**

WHEELS:									
Size	8.5X19 alloy				standard				
TIRES:									
Size	255/35 R19 summer performance				standard				
BODY:									
Material	Unitized steel structure								
Corrosion protection	All steel parts are 100% dual-side zinc-galvanized (12 year limited warranty against corrosion perforation)								
WARRANTY/MAINTENANCE:	4-Year/50,000 mile new vehicle limited warranty								
	12-Month/5,000 mile (whichever occurs first)								
CAPACITIES:									
Engine oil	11.306 qt.	10.7 liter							
Fuel tank	16.643 gal.	63 liter							
Cooling system	12.891 qt.	12.2 liter							
EXTERIOR DIMENSIONS:									
Wheelbase	108.3 in.	2751 mm							
Track: front / rear	62.8/62.2	1594/1581							
Overall length	182.5 in.	4635 mm							
Overall width incl. mirrors	78 in.	1981 mm							
Height (unloaded)	53.9 in.	1369 mm							
Ground clearance (loaded)	n/a in.	n/a mm							
	quattro Tiptronic Trans				**quattro manual Trans**				
Curb weight	3924 lbs				3858 lbs				
Drag coefficient	Cw = 0.296	Frontal Area =	=	2.17 sq. m.					
INTERIOR DIMENSIONS:									
EPA Class	Subcompact cars								
Seating Capacity	4								
Head room front / rear	39.1 in.	993 mm	/	36 in.	914 mm				
Shoulder room front / rear	54.3 in.	1378 mm	/	52.8 in.	1342 mm				
Int. vol. (EPA)	84 cu. ft.								
Luggage capacity (EPA)	12.0 cu. ft.								
PERFORMANCE:									
	quattro Tiptronic Trans				**quattro Manual Trans**				
0-60 mph	5.1 sec.				4.9 sec.				
Top speed	Electronically limited to 155 mph								
FUEL ECONOMY:	2009MY EPA data (no change expected for 2010)								
	quattro Tiptronic Trans				**quattro Manual Trans**				
City	16 mpg				14 mpg				
Highway	24 mpg				22 mpg				
Combined	19 mpg				17 mpg				

Audi of America

Audi S5 Cabriolet 3.0 TFSI Technical Specifications

2010 Model Year

Technical Specifications			2010 Audi S5 Cabriolet
ENGINE:			
Type	Supercharged V6 gasoline engine with FSI direct injection, dual intercoolers, four valves per cylinder, 2-stage variable intake manifold		
Arrangement	Front mounted, longitudinal		
Bore	3.33 in.	84.5 mm	
Stroke	3.50 in.	89 mm	
Displacement	182.8 cu. in.	2995 cc	
Compression ratio	10.3:1		
Fuel requirement	Premium unleaded (91 Octane) recommended for maximum performance		
Horsepower (SAE)	333 hp	@ 5500-7000	
Max. Torque	325 lbs. ft.	@ 2900-5300	
ENGINE DESIGN:			
Cylinder block	aluminum alloy		
Cylinder head	aluminum alloy		
Valve train / intake	DOHC, 4-valves per cylinder, hydraulic adjustment		
Fuel injection	Electronic engine management, drive-by-wire throttle, FSI direct injection		
Emission system	Two close-coupled ceramic converters		
Emissions level	EU5, ULEV2		
ELECTRICAL SYSTEM:			
Battery	12 volts	95 amp/hr	
Alternator	14 volts	150 amp	
DRIVETRAIN:			
Transmission	Automatic: S tronic 7-speed dual clutch automatic		
Type	**S tronic automatic (quattro AWD)**		
	dual clutch		
Gear ratios: 1st	3.692		
2nd	2.238		
3rd	1.559		
4th	1.175		
5th	0.915		
6th	0.745		
7th	0.617		
reverse	2.944		
Final Drive	3.875		
Front Differential	electronically locking (EDL)		
Center Differential (for quattro)	self-locking center differential		
Rear Differential (for quattro)	electronically locking (EDL)		
STEERING:			
Type	Servotronic vehicle speed-sensitive hydraulic power assist		
Ratio	16.3:1		
Turning circle (curb-to-curb)	37.4 ft.	11.4 m	
SUSPENSION:			
Front	Five-link front suspension, upper and lower wishbones, tubular anti-roll bar		
Rear	Independent trapezoidal link with resiliently mounted subframe, anti-roll bar		
BRAKES:			
System	Dual-circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program (ESP); tandem brake booster		
Front	Ventilated discs	13.6 in. (345 mm)	
Rear	Ventilated discs	13.0 in. (330 mm)	
Parking brake	Electromechanical, actuated at rear wheels		

Audi of America

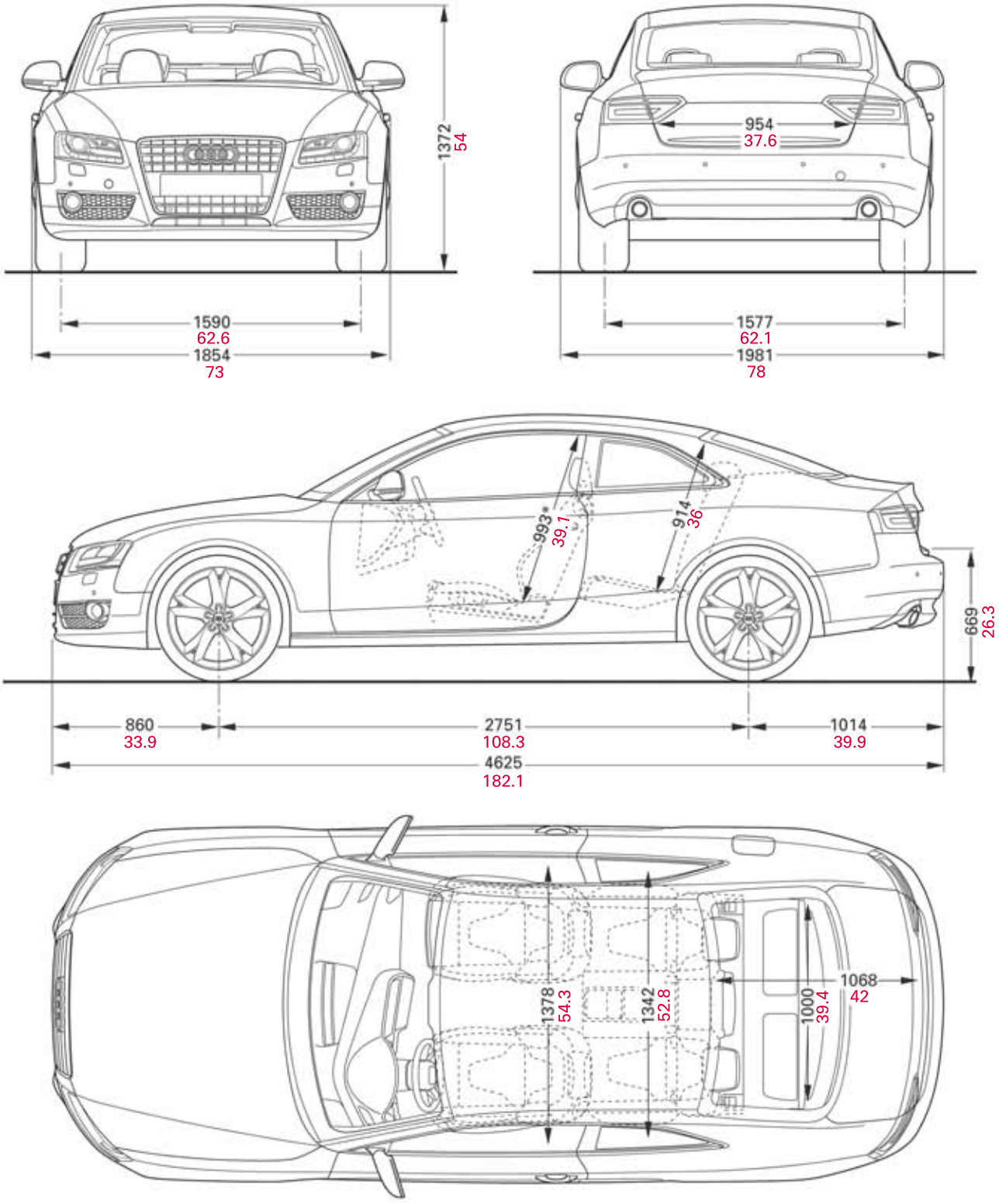
Audi S5 Cabriolet 3.0 TFSI Technical Specifications

2010 Model Year

Technical Specifications (continued)								**2010 Audi S5 Cabriolet**
WHEELS:								
Size	8.5X19 alloy					standard		
TIRES:								
Size	255/35 R19 summer performance					standard		
BODY:								
Material	Unitized steel structure; Cloth convertible roof							
Corrosion protection	All steel parts are 100% dual-side zinc-galvanized (12 year limited warranty against corrosion perforation)							
WARRANTY/MAINTENANCE:	4-Year/50,000 mile new vehicle limited warranty							
	12-Month/5,000 mile (whichever occurs first)							
CAPACITIES:								
Engine oil	8.5585 qt.	8.1 liter						
Fuel tank	16.907 gal.	64 liter						
Cooling system	11.728 qt.	11.1 liter						
EXTERIOR DIMENSIONS:								
Wheelbase	108.3 in.	2751 mm						
Track: front / rear	62.5/62	1588/1575						
Overall length	182.5 in.	4635 mm						
Overall width incl. mirrors	79.5 in.	2020 mm						
Height (unloaded)	54.3 in.	1380 mm						
Ground clearance (loaded)	n/a in.	n/a mm						
	quattro S tronic Trans							
Curb weight	4310 lbs							
Drag coefficient	Cd = 0.32	Frontal Area =	=	2.18 sq. m.				
INTERIOR DIMENSIONS:								
EPA Class	Subcompact cars							
Seating Capacity	4							
Head room front / rear	39.9 in.	1014 mm	/	36.3 in.	922 mm			
Leg room front / rear	41.34 in.	1050 mm	/	31.9 in.	810.26 mm			
Shoulder room front / rear	54.3 in.	1378 mm	/	46.9 in.	1190 mm			
Int. vol. (EPA)	n/a cu. ft.							
Luggage capacity (EPA)	10.2 cu. ft.							
PERFORMANCE:								
	quattro S tronic Trans							
0-60 mph	5.2 sec.							
Top speed	Electronically limited to 155 mph							
FUEL ECONOMY:								
	quattro S tronic Trans							
City	17 mpg							
Highway	26 mpg							
Combined	20 mpg							

Audi A5

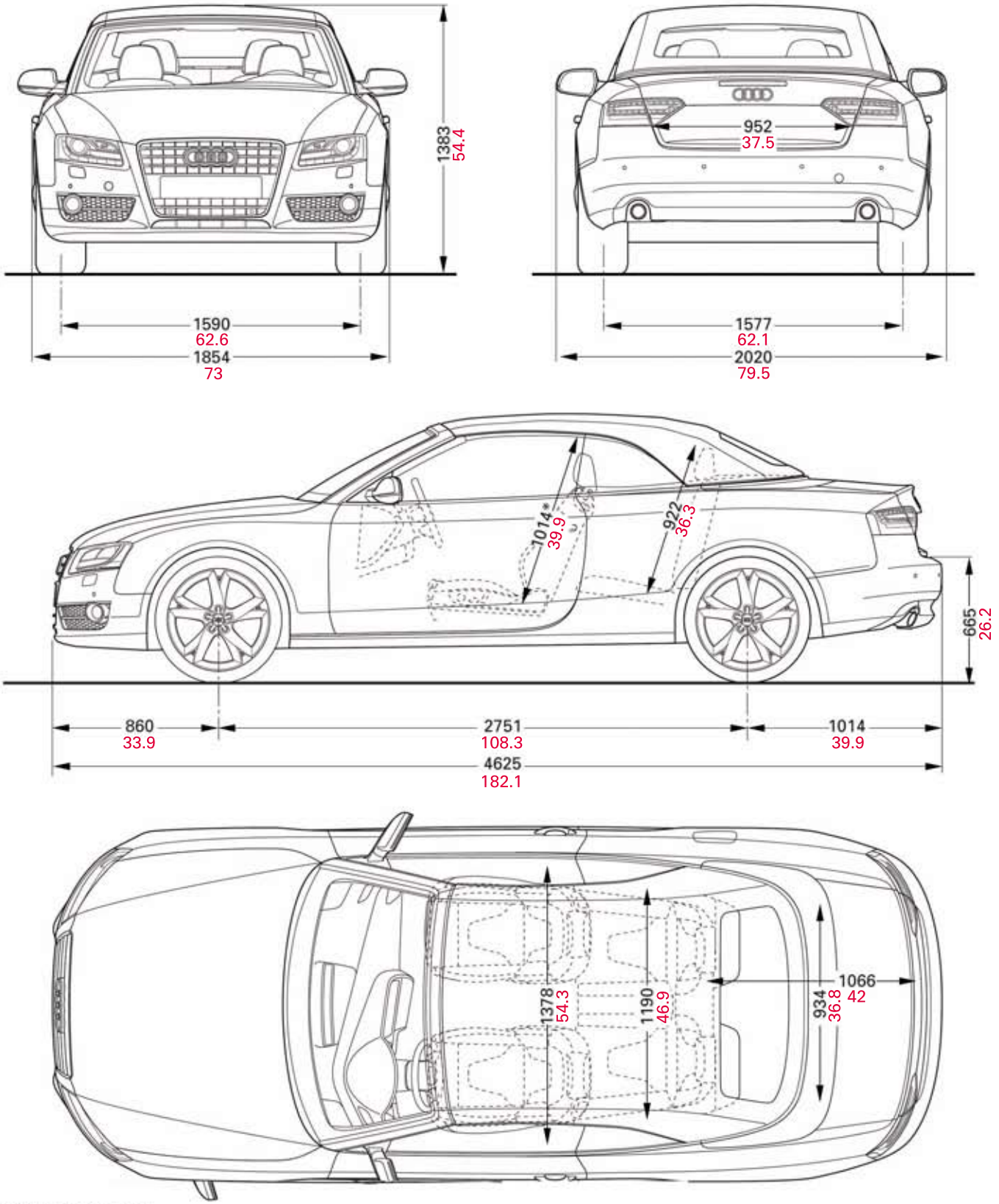
Dimensions
03/07



*maximum headroom
Dimensions in milimeters and inches
Dimensions of vehicle unloaded

Audi A5 Cabriolet

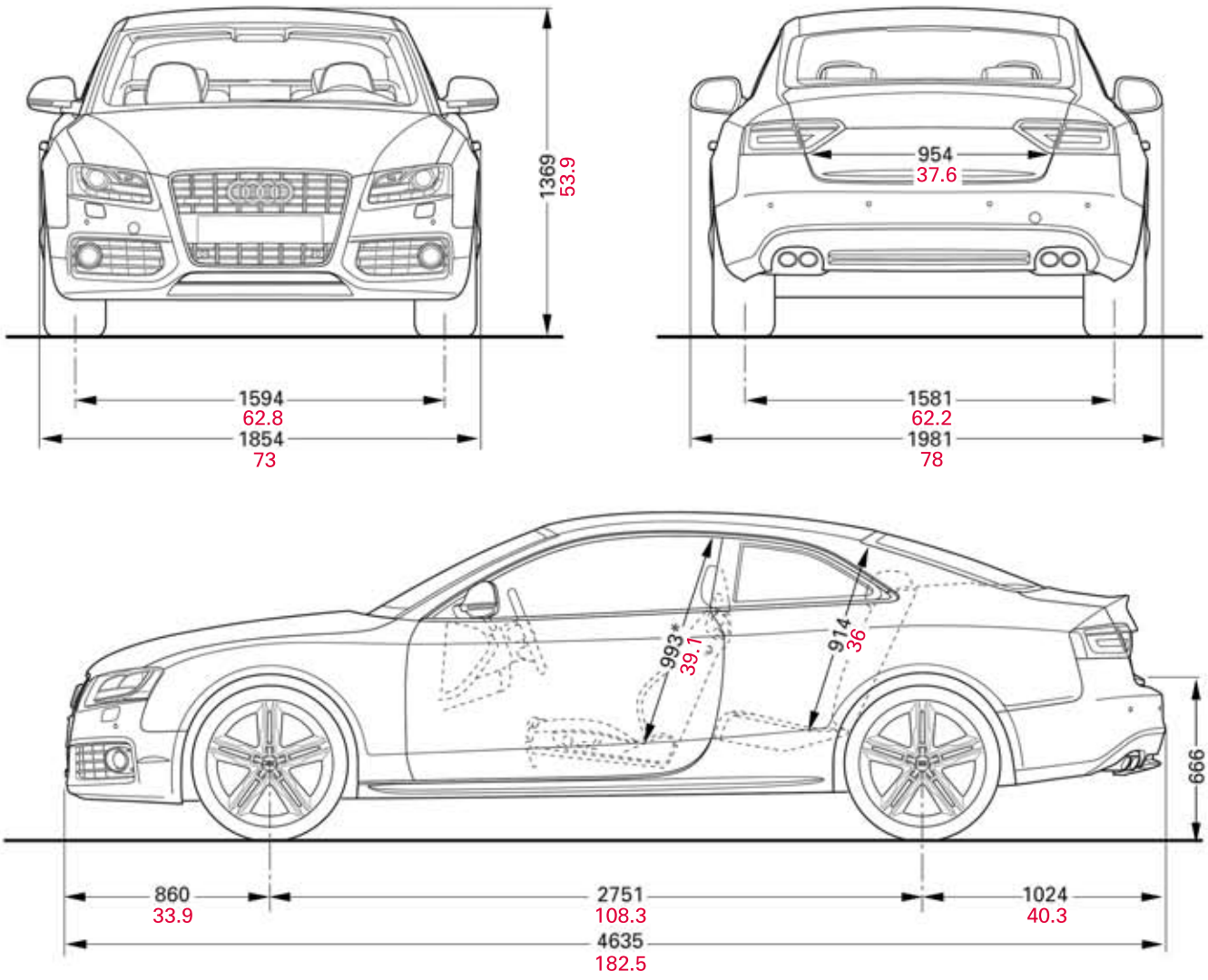
Dimensions
02/09



*maximum headroom
Dimensions in milimeters and inches
Dimensions of vehicle unloaded

Audi S5

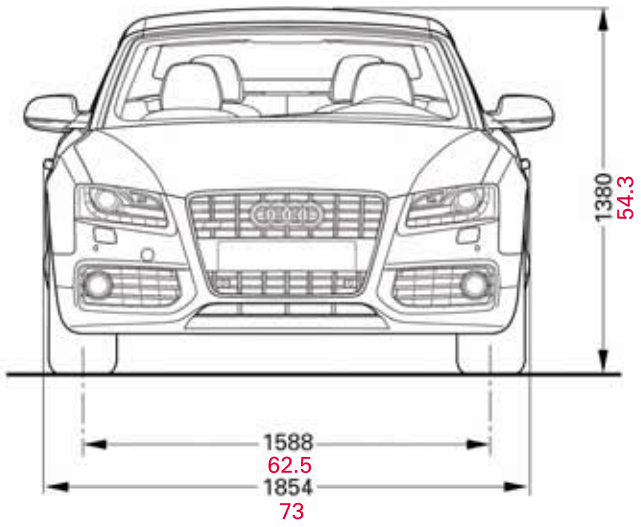
Dimensions
03/07

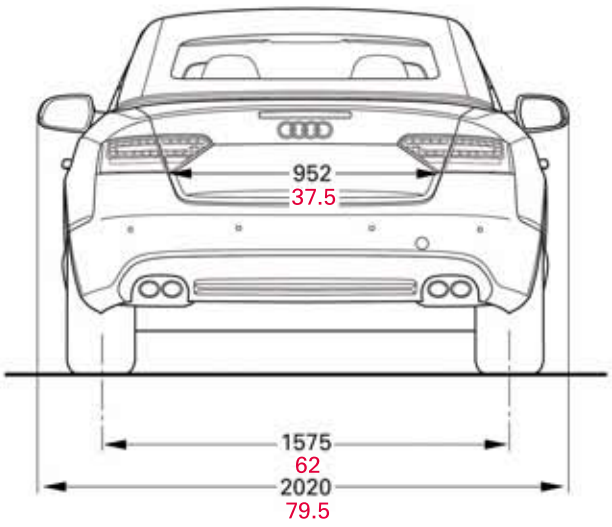


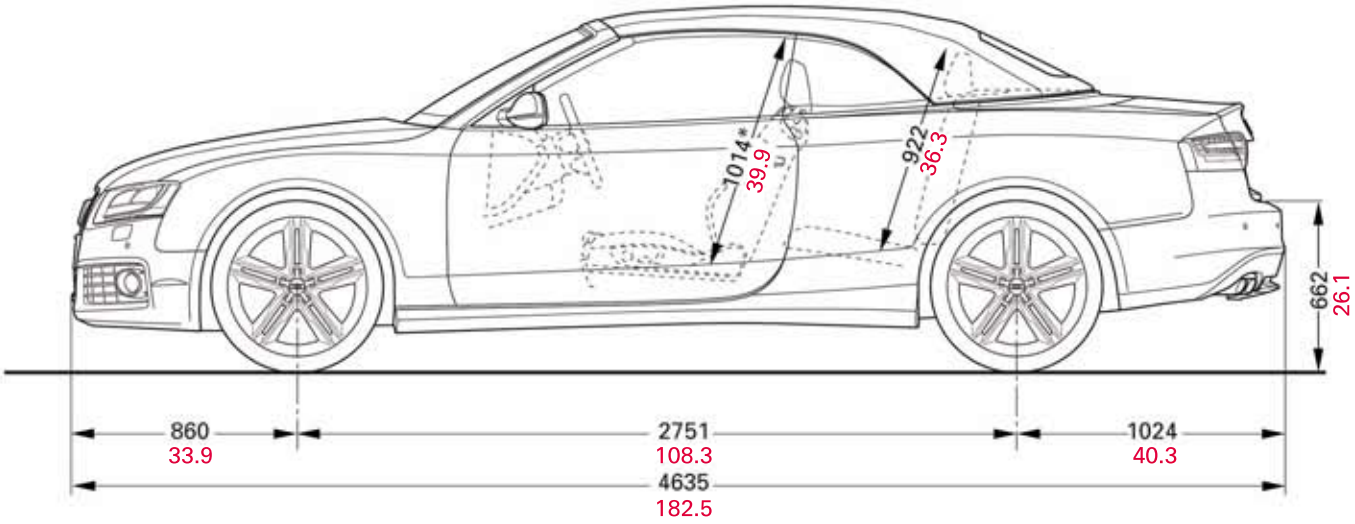
*maximum headroom
Dimensions in milimeters and inches
Dimensions of vehicle unloaded

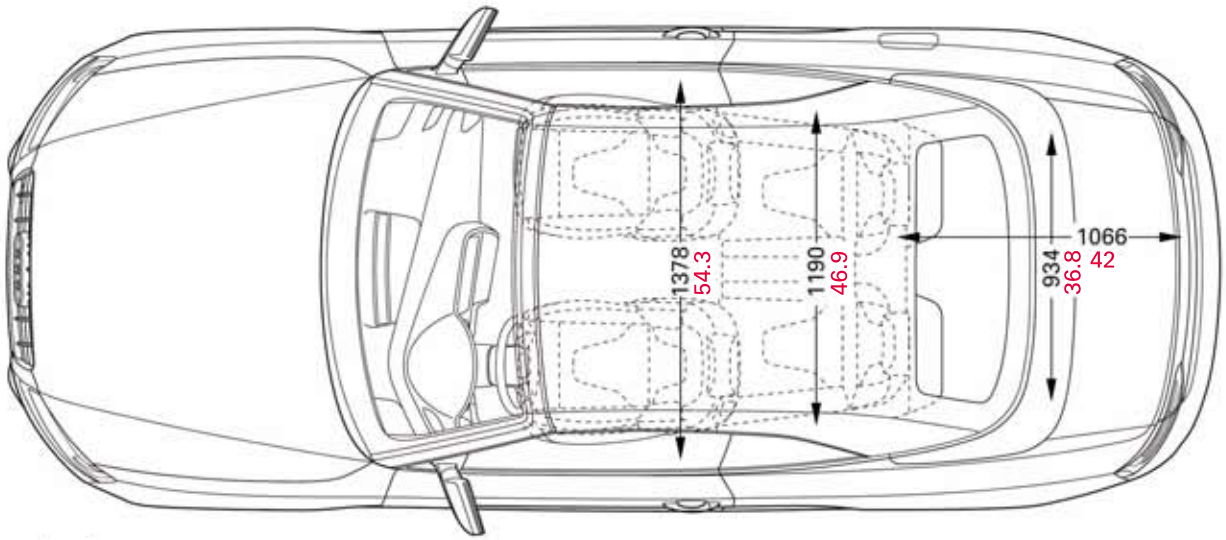
Audi S5 Cabriolet

Dimensions
02/09









*maximum headroom
Dimensions in milimeters and inches
Dimensions of vehicle unloaded

2010 Audi A5 2.0 TFSI

Color: Meteor Gray Pearl Effect

10A520TFSI_01

10A520TFSI_02

10A520TFSI_03

10A520TFSI_04

10A520TFSI_05

10A520TFSI_06

10A520TFSI_07

10A520TFSI_08

10A520TFSI_09

10A520TFSI_10

10A520TFSI_11

10A520TFSI_12

Photos available at **audiusanews.com** in both high resolution (hr) CMYK for print and low resolution (lr) RGB for video/web.

2010 Audi A5 3.2 FSI

Color: Aruba Blue exterior with linen beige interior

10A532FSI_01

10A532FSI_02

10A532FSI_03

10A532FSI_04

10A532FSI_05

10A532FSI_06

10A532FSI_07

Photos available at **audiusanews.com** in both high resolution (hr) CMYK for print and low resolution (lr) RGB for video/web.

2010 Audi A5 3.2 FSI S line

Color: Avus Silver exterior with black interior

10A532FSISline_01

10A532FSISline_02

10A532FSISline_03

10A532FSISline_04

10A532FSISline_05

10A532FSISline_06

10A532FSISline_07

10A532FSISline_08

10A532FSISline_09

10A532FSISline_10

10A532FSISline_11

10A532FSISline_12

10A532FSISline_13

10A532FSISline_14

10A532FSISline_15

Photos available at **audiusanews.com** in both high resolution (hr) CMYK for print and low resolution (lr) RGB for video/web.

2010 Audi A5 Cabriolet 2.0 TFSI

Color: Brilliant Black

10A5Cab20TFSI_01

10A5Cab20TFSI_02

10A5Cab20TFSI_03

10A5Cab20TFSI_04

10A5Cab20TFSI_05

10A5Cab20TFSI_06

10A5Cab20TFSI_07

10A5Cab20TFSI_08

10A5Cab20TFSI_09

10A5Cab20TFSI_10

10A5Cab20TFSI_11

10A5Cab20TFSI_12

Photos available at **audiusanews.com** in both high resolution (hr) CMYK for print and low resolution (lr) RGB for video/web.

2010 Audi S5 4.2 FSI

Color: Sprint Blue

10S542FSI_01

10S542FSI_02

10S542FSI_03

10S542FSI_04

10S542FSI_05

10S542FSI_06

10S542FSI_07

10S542FSI_08

10S542FSI_09

10S542FSI_10

10S542FSI_11

10S542FSI_12

10S542FSI_13

10S542FSI_14

10S542FSI_15

10S542FSI_16

2010 Audi S5 4.2 FSI

Colors: Meteor Gray / Brilliant Red

10S542FSI_17

10S542FSI_18

10S542FSI_19

10S542FSI_20

10S542FSI_21

10S542FSI_22

10S542FSI_23

10S542FSI_24

10S542FSI_25

10S542FSI_26

10S542FSI_27

10S542FSI_28

10S542FSI_29

10S542FSI_30

10S542FSI_31

2010 Audi S5

Colors: Meteor Gray / Brilliant Red

10S542FSI_32

10S542FSI_33

10S542FSI_34

10S542FSI_35

10S542FSI_36

2010 Audi S5 Cabriolet 3.0 TFSI (Supercharged)

Color: Sprint Blue

10S5Cab30TFSI_01

10S5Cab30TFSI_02

10S5Cab30TFSI_03

10S5Cab30TFSI_04

10S5Cab30TFSI_05

10S5Cab30TFSI_06

10S5Cab30TFSI_07

10S5Cab30TFSI_08

10S5Cab30TFSI_09

10S5Cab30TFSI_10

10S5Cab30TFSI_11

10S5Cab30TFSI_12

10S5Cab30TFSI_13

10S5Cab30TFSI_14

Photos available at **audiusanews.com** in both high resolution (hr) CMYK for print and low resolution (lr) RGB for video/web.